THE EVENING TELEGRAPH.

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FIRST EDITION

THE BENNINGHOFF ROBBERY.

The Great Mystery Partially Solved—Three Implicated Parties Arrested—What they Have been Doing since the Robbery.

From the Titusville (Pa) Herald, July 29.

The police and the detectives have at last been partially successful, and the Benninghoff robbery, which created such an excitement in this vicinity last January, is in a fair way to be investigated by the Courts, three persons having been arrested who are known to have been connected with it almost beyond a doubt. The clue to the robbery was obtained within a few days after it occurred, and on Saturday last three men implicated in the robbery, named Louis Weldy, George Miller, and Jake Shoppord, were arrested. On Monday they were conveyed to Franklin and lodged in jail. Weldly and Shoppord were secured by the officers at Akron, Ohio, and Miller at Saegertown, Crawford county. Four are yet at large of the five principal actors in the affair, and two or three parties who are suspected of having aided them. The following particulars of what happened from the time of the robbery to the arrest of the above-named parties are from persons acquainted with the working up of the case. During a few days previous to the robbery, Jim Saeger, of Saegertown, Crawford county, was heard bragging at Meadville and Saegertown of a speculation that he was going into that promised to yield the greenbacks largely. Besides Saeger, there were two or three other parties at or near Saegertown, among whom was Weldly, who promised their friends that they would be flush in a day or two, and saying at the same time with a very mysterious air that they had a big speculation on hand. Of course, after the particulars of the robbery became known, and these parties were noticed to be unusually well supplied with funds, suspicion was aroused, and a watch was set on their movements. Saeger, Weldly, Miller, and Shoppord were in Saegertown during the next two or three days after the robbery, spending money quite freely, and having a good time generally. On the third day Saeger disappeared with Shoppord, but after being away some days they separated, the latter going to St. Louis and the former to parts unknown. Shoppord spread around St. Louis for about a week, spending all but $800 of his portion of the Benninghoff fund. The $800 was in his trunk, and one night the hotel at which he stopped was destroyed by fire, with the trunk and the $800. After this loss he returned to his old haunts.

Weldly staid at Saegertown for a week or two, offering to loan anybody or everybody sums of money. He then went to Akron, Ohio, where he purchased a distillery, a farm, and a hotel site, meanwhile disbursing money quite lavishly and living in a very comfortable style. He stayed at Akron most of the time, and was, it is said, having a good time in his distillery with some boon companions, when the officer appeared with the warrant for his arrest. Miller, it appears, was, unlike the others, content to get rid of his money nearer home, and stayed for the greater part of the time in and around Meadville and Saegertown.

After being arrested, Weldly and Shoppord partially agreed, it is reported, to turn State's evidence, and the following details of the plans for the consummation of the robbery have been partially obtained from them by detectives and other persons interested: From all that can be learned, Jim Saeger was the originator and principal in the affair, and Weldly was the first assistant. These two were observed a number of times during last fall, talking at Saegertown with one of John Benninghoff's hired men. It is surmised that they obtained from the hired man such information regarding the situation of the Benninghoff residence, the amount of money that was kept in it, etc., that it induced them to form a gang and attempt the robbery. However this may be, certain it is that in November or December last they broached the subject to Miller and Shoppord, who agreed to take part in the enterprise with them. A date was fixed at which the attempt was to be made, but about that time the two last mentioned backed out. Saeger and Weldly were, it seems, determined to have the handling of the Benninghoff bonds and greenbacks, notwithstanding the withdrawal of their confederates. After some consultation among themselves they thought it expedient to secure the assistance of a professional hand or two, and to this end they started for Philadelphia. Arriving at this place they ingratiated themselves among the roughs, and were not long in finding four skilled housebreakers, who agreed to engage in the Benninghoff speculation.

A new programme was arranged, and Saeger, Weldly, and three of the professionals started for the scene of operations, leaving the fourth professional in Philadelphia, on account of some disagreement having taken place among them. How the Benninghoff family were secured, and how John Benninghoff was brutally beaten, the two hired men thoroughly frightened, and the $250,000 or $260,000 in bonds, greenbacks, and specie carried off, are matters that our readers are well acquainted with. After the robbery a division of the spoils was made, Saeger getting the lion's share. Weldly was forced to be content with something like $25,000 or $30,000. To Miller and Shoppord it is thought Saeger gave $1300 each as hush money.

As soon as the division was made two of the professionals started for Canada, and the third made for New York. Within a week or two after the robbery, the man who had been consulted in Philadelphia and who had been left there, laid what he knew before the police. A clue of the professionals who had started for Canada was obtained by this man, and he in company with a detective started after them. After some search they were found in Montreal, where, while attempting to arrest them, one of them fired at and wounded a policeman. They were both arrested, however, and locked up, but subsequently one of them was released through some technicality of the law and escaped, while the other was held on a charge of attempting to kill the policeman whom he had wounded. A requisition was obtained a few days since for the surrender of the latter to the United States authorities, but it has not transpired whether he is still held at Montreal or not. The whereabouts of Saiger and the three professionals is known only to the detectives and the parties most interested. The three men who were arrested and confined in jail at Franklin, were up for examination yesterday, but it was postponed until Saturday next upon the request of the prosecution.

Death of a Famous Whaleman.

We learn from the New Haven *Journal* that Captain William Wiltshire Clark died at his residence, in that city, on Saturday last, after an illness which had partially confined him to his house, for a few months. Captain Clark was an enterprising whaling master, and his voyages resulted in large profits to the owners of the vessels he commanded. He had visited all the whaling grounds and was acquainted with nearly every seaport in the world. He first sailed as captain for Williams & Barns, of New London, making several voyages for them. He made two voyages in the Electra, and two in the Mogul, both out of New London. In 1860 he fitted out and took command of the Ocean, in which ship he was a large owner. Taking his wife with him, he sailed on a voyage which lasted six years. After his return, in 1866, he lost his wife, retired from the business, and lived a quiet life, enjoying the respect of the numerous friends made by his amiable and genial nature. His funeral was conducted by the Masonic fraternity. Captain Clark received his Christian name from William Wiltshire, an Englishman, and British consul in Arabia, who rescued Captain Clark's father and several other shipwrecked American sailors, who had been subjected to the most cruel sufferings, and whose adventures formed the subject of a narrative that was one of the most popular books of travel with our grandfathers.

GEORGIA.

The New United States Senators—Mr. Joshua Hill Indignant at being Relieved of his "Disabilities."

Of Hon. Joshua Hill and Dr. H. V. Miller, who were elected on Wednesday by the Georgia Legislature to the United States Senate, the Washington *Intelligencer* says:—

"Mr. Hill was for several terms a member of Congress from Georgia, and refused to withdraw with his colleagues in 1861. He remained a consistent adherent of the Federal Government during the late war; was in favor of the Congressional plan of reconstruction, but voted for General John B. Gordon for Governor, the Democratic nominee, who was defeated by the radical carpet-bagger, R. B. Bullock. Mr. Hill is about fifty-five years of age, of fine personal appearance, and very clever abilities. He has ever been a staunch old line Whig. Dr. Homer Virgil Miller is likewise an old line Whig, was a warm advocate of the election of John C. Breckinridge, was surgeon of the celebrated Eighth Georgia regiment, was a member of the late Reconstruction Convention of Georgia, and, like his colleague, Mr. Hill, supported General Gordon for Governor. Dr. Miller is a gentleman of varied accomplishments, and is one of the most accomplished orators of the South. Dr. Miller is about fifty years of age. Both of the newly-elected Senators are natives of South Carolina, and have been residents of Georgia from boyhood."

In this connection the following correspondence between Mr. Hill and Governor Bullock, which was recently published in the Georgia papers, may be of interest:—

A CARD.

I call public attention to the annexed correspondence. It explains itself. It is due to Governor Bullock to say that no unkindness towards him prompts this publication. I hope his solution of the matter is the true one. I prefer to think well of everybody.

JOSHUA HILL.

ATLANTA, July 16, 1868.—My Dear Sir:—It affords me pleasure to inform you that I have received official information that by a vote of two-thirds of each House of Congress any political disability which may have attached to yourself has been removed. Very respectfully,

RUFUS B. BULLOCK, Governor elect.

Hon. Joshua Hill, Atlanta.

ATLANTA, Ga., July 16.—His Excellency R. B Bullock.—Dear Sir:—I was surprised to learn by your note of this date that Congress had relieved me of any political disability which may have attached to me. I cannot be thankful for what I neither needed nor desired. I have induced Congress to relieve several Georgians of their political disabilities but it never occurred to me to solicit relief for myself. It is more than two years since I first took what is known as the "test oath." I have taken it twice. I have never feared a charge of perjury for doing so. I appreciate intended kindnesses, except where they make me ridiculous. Whether the application for my relief was designed to detract from my standing as a consistent friend of the Union I cannot tell, but such, unquestionably, is its effect. I shall be better able to determine this when I come to know who volunteered in my behalf. I shall endeavor to ascertain to whom I am indebted. If within your power to relieve my anxiety on this point, I shall be much obliged for the information.

Very respectfully your obedient servant,

JOSHUA HILL.

ATLANTA, July 16 1868.—My Dear Sir:—I am in receipt of your note of this date, and in reply would say that I have no knowledge as to how or why your name appears in the list furnished me, whose political disabilities have been removed by a two-thirds vote of each House. It certainly was not either at my suggestion or solicitation. I presume, however, that it has been done by some one of your many friends in either House at Washington. From my conversation with members while there, I became advised that their opinion of the effect of the "fourteenth article" was such as to debar from office every person who after having held an office and taken an oath to support the Constitution of the United States, rendered any aid or comfort whether voluntary or involuntary, to the enemies of the Union, and in this view I presume some of those gentlemen added your name. Very respectfully, R. B. BULLOCK.

Hon. Joshua Hill.

Adherents of the "Lost Cause" in Council

A correspondent of the Cincinnati *Gazette* thus describes the Democratic State Convention at Atlanta, Ga., on the 24th inst.:

"I have witnessed many Democratic demonstrations both during and since the war, but never one that made a deeper impression on my mind than the one in this city yesterday. More than ever am I convinced that the essential features of Democracy are the same everywhere; that it is an organization utterly inimical to the best interests of the country; that its triumph in the coming election would result inevitably in a renewal of bloodshed and war; that even if the verdict of the people is against it, it does not intend to submit; and that only by a Republican victory, overwhelming in its dimensions, can the country, and especially the South, be saved from further desolation and strife. It was the largest political meeting I have seen in the South. The multitudes were filled with Rebel enthusiasm and heat. Most of them no doubt imagined they had given a deathblow to the Republican cause. Strange as it may sound, however, the great crowd present at the meeting secured its failure as a political effort, for it encouraged the speakers to make assertions so extravagant, and to indulge in language so violent, intemperate, and unwise—in short, it encouraged them to so complete a revelation of their real objects and designs, that every Republican who listened was doubly confirmed in his faith; every doubter was won over to the right side, and many who had hitherto unhesitatingly followed the wicked men who are misleading the people in this State had their eyes opened as never before, and felt that it would be impossible to follow longer. There is a large class of men in the South, not yet enrolled in the Republican ranks, who deprecate a renewal of civil strife, and earnestly desire harmony and peace. All that is necessary to bring them over to the support of the good cause is to show them the wild and wicked, and revolutionary designs of the Democratic leaders. Many of this class were present at the meeting yesterday, and in the speeches of Bob Toombs, Howell Cobb, Ben Hill, and others, they saw revealed the purposes of the Rebel Democracy, and learned how utterly hopeless it is to look for peace until that organization is destroyed.

Opinion of General Meade's Administration.

Reviewing General Meade's course as Military Commander, the Atlanta (Ga.) *Era* says:—

In spite of complications and embarrassments that confronted every step forward these officers have discharged their duty in a wise, liberal, humane, and kind manner. No man can say to-day that he was wantonly oppressed, that he has suffered outrage at the hands of the military authorities. The officers, from General Meade down, have done no more than was imperatively demanded of them, for they were acting under orders that were as irrevocable as the "laws of the Medes and Persians." They were not responsible for their duties, but were responsible for the manner in which they discharged them. Hence there was nothing left for their guidance but the plain letter of the law, which admitted of but one construction, and prescribed but one method for its execution. We have had intercourse with most if not all the officers who have been on duty here since the formation of the military district, and have had some opportunity to discover their feelings towards the Southern people. We have found nothing but a kind, sympathetic sentiment, and an earnest desire to have the State and all the Southern States restored to the Union.

HENDRICKS.

Views of the Indiana Senator on the Payment of the Bonds.

Senator Hendricks in his speech at the reception tendered him in Indianapolis, Indiana, on his return from Washington on Tuesday, devoted considerable attention to the question of paying the bonds, in the course of his remarks saying:

"It is said that it is unjust to pay these bonds otherwise than in coin. I am not able to perceive that it is so. The bonds were bought from the Government when the Treasury notes were much more depreciated than now. Undoubtedly there were hard cases under the Legal-tender act. I recollect one case that appeared so to me. I may not be accurate in the amounts, but nearly so. One citizen having gold, $10,000, during the first year of the war, and before the rise of gold, or rather the fall in paper, loaned it to his neighbor at seven per cent. That neighbor was able to pay the interest and hold the gold. He did so until after the passage of the Legal-tender law, and until gold went up to $2·50. He then sold the gold for $25,000 legal tender notes. With $10,000 of the notes he paid the note given for the gold, and with the remaining $15,000 he bought fifteen of the Five-twenty bonds of $1000 each, upon which he has since received his interest in gold every six months. What became of the other gentleman who was compelled to take paper worth about $4000 I cannot tell. Perhaps he became a Quartermaster, or sought some other eminently loyal position, hoping to retrieve his fortunes; but I have been entirely unable to excite a throbbing sympathy for the gentleman who holds the $15,000 in bonds. I cannot say that financially he has done badly, and in the little question between him and the tax payer, I cannot go with Governor Morton and his followers, and hold that we shall go beyond the contract and pay his bonds in gold. This large class of bonds being payable in twenty years in Treasury notes, they are now many of them redeemable in the same. Then we may at once commence the payment of our debt by the issue of Treasury notes, and thus stop the payment of gold interest, and also increase our currency, and thus stimulate commerce, enterprise, and labor, and in connection with a wise policy towards Southern States, and the development of their resources, restore prosperity to the whole country. I would not be understood as being in favor of an increase of the currency without limit. The dangers and evils of an unrestricted issue of paper money cannot be too carefully avoided. Temptations in that direction are great, and must be resisted by wisdom and prudence. No one more than myself regrets the necessity of a resort to paper currency, but it results from necessities of our condition. The issues must be limited to the demands of business and the wants of the people in meeting the enormous levies for national, State, county, and city purposes."

POLITICAL.

—General Grant foresaw, early in the war, that the suppression of the Rebellion would be the death of slavery. It was the consciousness of the same certainty that made President Lincoln reluctant to anticipate the event by proclamation. These sentences from General Grant's Vicksburg letter of August, 1862, cannot be made too familiar, in illustration of his soundness upon the vital question of our recent and present politics. What Vice President Stephens acknowledges as the corner-stone of the Confederacy is already knocked out. Slavery is already dead, and cannot be resurrected. It would take a standing army to maintain slavery in the South if we were to make peace to-day, guaranteeing to the South all their former privileges. I never was an abolitionist—not even what could be called anti-slavery—but I try to judge fairly and honestly, and it became patent to my mind early in the Rebellion that the North and South could never live in peace with each other except as one nation, and that without slavery. As anxious as I am to see peace established, I would not therefore be willing to see any settlement until this question is settled.

—The Democrats growl because their teachings and the practices of their Southern brethren make it necessary to spend $11,000,000 a month to preserve order and enforce the laws. They charge it to Republican extravagance, and want to have the army abolished. Like the night-prowler, they don't like the big bull-dog loose in the yard.

—In reply to a question of the Albany *Argus* how the fifteen hundred million of dollars raised by taxation during the last three years has been expended, the Albany *Evening Journal* says:—It was expended for powder and ball, for cannon, shot, and shell, for vessels and fortifications, for arms and equipment, to put down a Democratic rebellion.

—Supporters of Grant—Sherman, Sheridan, Thomas, Meade, Farragut, and eight out of ten other loyal officers and men who fought under the Stars and Stripes under the Rebellion. Supporters of Seymour—Beauregard, Forrest, Hampton, Semmes, Toombs, and nine-tenths oft the Rebels who fought under the Stars and Bars. This fact needs no comment.

—From our Southern exchanges we learn tha the campaign there is to be conducted upon the Blair platform exclusively. "Let us have war," says Blair. "We will," says the South. "We will," says the Democracy. "Another war will wipe out the national debt and the Republican party. Therefore, let us have war."

—A Boston letter says:—"I hear that Blair's revolutionary letter, written as a bid to the Rebels for the nomination of the Vice-Presidency, has created a muss among some of the Democrats here, but matters are now being gradually adjusted to the satisfaction of all concerned.

—The Shelbyville (Tenn.) *Union* nominates Andrew Johnson for Governor of Tennessee, and the Nashville *Gazette* endorses the nomination. The election will not be held until August, 1869, and the *Union* says it is certain that Mr. Johnson would accept the position.

—The Providence *Journal*, in an article on "the Blairs," says:—"We oppose Frank not for the good he has done, but for the evil he has promised to do, and which he is capable of doing, and has shown a disposition to accomplish."

—The Wheeling *Intelligencer*, speaking of Thurman's speech in the Convention there, says:—"Thurman asked his friends what they should do with the radical soldiers when they (the Democrats) got into power;" and the Rebel crowd cried out "Hang 'em! hang 'em!"

—The Democracy of ten or twelve States have been absent from the party councils for four or five years; but nothing has been done during their absence that they object to. "Tho' lost to sight, to memory dear," there has been a "light in the window" for them all the while.

—The New Orleans *Times* virtually admits that Frank Blair's letter is revolutionary, but attempts to justify it on the ground that somebody belonging to the Republican party has done wrong also. Two wrongs do not make a right.

—The Legislature of South Carolina is composed as follows:—Senate—White, 24; colored, 9; total, 33. House of Representatives—White, 48; colored, 76; total, 124. There are seven Democrats in the Senate and fourteen in the House.

—The Chicago *Times*, the organ of the Democracy of that city, declares for war with Frank Blair. It says "the reconstruction infamy must be wiped out," at any cost and by any means possible.

—The *World* says that the rule of the Democratic party in the coming campaign must be "attack, *attack*, ATTACK." We greatly suspect that in the early weeks of next November this will prove an attack of paralysis.

—General Early is at Niagara Falls. He is bitterly opposed to General Grant-probably because Grant was once so bitterly opposed to him.

—Horatio Seymour has declined so many times and so persistently that there is no doubt he will soon go into a general decline and close up business.

—The *Sun* says:—"It is 'nip and tuck' between the New York *World* and the La Crosse *Democrat*, but the dog is still 'a feet e ahead.

—It is very proper that the Convention which drove Seymour like a lamb to the slaughter should follow him up with a Bla-a-a.

—"Blair," said a cautious but incorrigible Democrat the other day, "is good as far as he goes, but he goes too far!"

—The Memphis *Avalanche* says:—"The lower a cause gets, the lower and more debased are its recruits."

—The Erie (Pa.) *Despatch* recommends John H. Walker, of that place, for United States Senator.

—State Senator Shoemaker is spoken of for Congress to succeed Mr. Woodward, of Luzerne, Pa.

—The Irish Republicans of Chicago have organized a Grant and Colfax Club.

—John Minor Botts will shortly take the stump for Grant and Colfax.

SECOND EDITION

LATEST BY TELEGRAPH.

Advices from the National Capital—Promulgation of the Prussian Treaty.

Affairs in Canada—Movements of Blacque Bey, the Turkish Minister—The Confederation Act.

Etc., Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

The Naturalization Treaty.

Despatch to the Associated Press.

WASHINGTON, July 31.—The President has officially proclaimed the ratification, on both parts, of the treaty between the United States of America and the King of Prussia, concerning the matter of citizenship in each country.

FROM BALTIMORE.

A Fenian Meeting—Mrs. Lincoln and Reverdy Johnson To Sail for Europe—A Political Reaction.

Special Despatch to The Evening Telegraph.

BALTIMORE, July 31.—There was a large Fenian meeting at Darley Park yesterday. Dr. Chasty presided, and made a long speech. Governor Swann also spoke at length, as did F. C. Latrobe. The Irish military were present. The whole thing seems gotten up in the Democratic interests, and turned into politics. Governor Swann petted the dear Irishmen. All the prime movers acting as speakers, etc., were prominent Democrats.

Mrs. Lincoln and son are now at Barnum's. They sail to-morrow in the Bremen steamer Baltimore.

Reverdy Johnson will be escorted in another steamer as far as Fortress Monroe by a number of his friends, and there go aboard the Baltimore.

The Baltimore and Ohio Railroad trains are now running to Ellicott City. But beyond, as far as Mount Airy, the road has been much washed and the bridges gone, etc. It will require several days before the trains can run through. There continues a terrible stench in the flooded districts, but no sickness. Donations for the sufferers come in liberally.

A great reaction is taking place here in politics. Seymour and Blair are losing ground daily. The people begin to think peace is sure with Grant, and probably another war with Seymour. Hundreds are turning Republicans, and a serious split is portending among the Democracy.

FROM CANADA.

Movements of Blacque Bey—Drowned and Shot.

MONTREAL, July 30.—Blacque Bey, the Turkish Ambassador, left for Washington last night. Miss Mathieson, daughter of Dr. Mathieson, an eminent Presbyterian Minister of this city, was drowned at Caconna yesterday while bathing. Mills, the celebrated gymnast, was shot in the mouth by one Nolan, in a drunken row this morning. Mills is in a precarious condition.

Insurance Affairs.

OTTAWA, July 30.—Representatives of American insurance companies arrived here this morning, and deposited the amount with the Receiver-General required by the Insurance act. Those who have complied with this law will be gazetted Saturday.

Nova Scotia and the Confederation.

ST. JOHN, July 30.—Sir John A. McDonald and other Cabinet Ministers arrived this morning, and proceeded to Halifax to-night. The Nova Scotia members hold a caucus to-morrow to decide on the course to be pursued concerning the Confederation.

THE EUROPEAN MARKETS.

To-Day's Quotations.

By Atlantic Cable.

LONDON, July 31—A. M.—Consols opened at 94⅜ for money, and 94¼@94½ for account; United States 5·20s, 72¼; Illinois Central, 94¾; Erie, 44.

PARIS, July 31.—The amount of specie in the Bank of France has increased 7,600,000f. since last report.

LIVERPOOL, July 31—A. M.—Cotton opens firm, quotations unchanged; the sales of to-day are estimated at 12,000 bales; sales of the week 63,000 bales, of which 11,000 were for exportation, and 7000 for speculation. Stock in port 553,000 bales, of which 302,000 bales are American.

Breadstuffs quiet, and prices unchanged. Lard quiet and steady. Bacon firm.

LONDON, July 31—A. M.—Cloverseed advanced to 55s. 6d. Other articles unchanged.

FROM THE MINING DISTRICT.

More Riots Expected—The Wilkesbarre Jail Broken Open.

Special Despatch to The Evening Telegraph.

WILKESBARRE, July 31.—This morning's Scranton *Republican* says the miners there will strike again to-morrow.

The jail here was broken open last night, and 8 prisoners escaped. The Mr. Broderick who was killed is not of the firm of Conyngham & Broderick, as was supposed. Nanticoke Junction miners are still on the strike,

Heavy Robbery by Boys—They Steal $37,000.

Special Despatch to The Evening Telegraph.

BOSTON, July 31.—A remarkably heavy robbery by boys occurred here last night. The store of W. H. Kent & Co., commission merchants, was broken into last night, and robbed of United States bonds and other securities to the amount of $37,000. The thieves were ascertained to be two boys who had formerly been employed as errand boys by the firm. They have both been arrested and the money recovered, which was found where they had buried it.

COLFAX.

His Western Tour—Grand Reception in Mansfield, Ohio.

The Hon. Schuyler Colfax arrived in Mansfield, Ohio, on the evening of the 28th instant. His journey to Mansfield was one long ovation; not a town or station along the line of route omitted to turn out and give the heartiest expression to sentiments of esteem and admiration for the future Vice-President. The depots were decorated, and nothing forgotten that could add to the heartiness of the welcome. At Salem, the entire population was in attendance upon his arrival. His appearance everywhere was the signal for the most deafening cheers. Mr. Colfax made a short address, which was listened to with the deepest attention, and the sentiments contained therein applauded to the echo. As the train moved from the depot, the shouts of the concourse and the strains of music left a pleasant souvenir in the mind of the recipient of the honor. At Alliance, also, the greeting was no less vigorous and sincere. Although Mr. Colfax declined to speak here, owing to want of time, Congressmen Walker and Lawrence of Ohio, and General Washburn of Indiana, addressed the large crowd, by whom they were well received. Mansfield was reached by Mr. Colfax, in company with his mother and sister, at 9·28 in the evening. The Grant Club, headed by a band of music, together with a large number of citizens, were anxiously expecting the coming of the train, and directly the enthusiasm had abated sufficiently to allow of a procession being formed, escorted the "welcome guest" to the Wiler House. The cheering and excitement of the citizens of Mansfield is almost beyond description. The entire street in which the Wiler House is situate was completely filled by an enormous assemblage. As soon as he was able to release himself from from the overpowering attentions of his friends within the hotel, Mr. Colfax appeared upon the balcony, and when quiet was sufficiently restored to permit of oratory being audible, Judge W. W. Worden welcomed him in an appropriate address.

Mr. Colfax responded by saying that he heartily and cordially thanked the citizens of Mansfield for their welcome to him on this occasion. As he had endeavored to travel with as little publicity as possible, he was surprised to receive such a reception, not supposing that his arrival would be known to any but the gentleman under whose roof he expected to pass the night. He said that, occupying the position he did at present, they would perceive that it would be improper for him to make a speech, much as he should like to talk to them about the political issues of the day. He had the kindliest recollections of Mansfield, from former visits, and with them remembered the friendship existing between the Hon. John Sherman and himself, and which, after a lapse of twenty years, he was glad to say was stronger than ever. He proceeded to eulogize General Sherman, and said that Mansfield should be proud of having furnished such a man to the nation. Mr. Colfax also paid a high compliment to the Hon. John Beatty, Congressman from this District, with whom he had been on terms of intimate friendship in the House, and that no man stood higher in that body for energy, inflexible honesty, and willingness to work than General Beatty.

In regard to the political issues involved in the present campaign, he could only say that, in the words of the great captain of the age, General Grant, "Let us have peace." He knew that the large crowd before him were with him in this desire, and he believed that this could only be accomplished by the success of the party which had been true to the nation through the dark hour of the country's trial, and which was the nation's hope in time of peace. He, with them, was proud to belong to this great Republican party, and if the people, he felt sure they would, ratified the nominations made at Chicago, he hoped and believed that the country would have no cause to regret the choice. But whatever the result may be, the principles for which the nation fought were dear to him as the apple of his eye, and should ever be the polar star of his political action.

Mr. Colfax eloquently referred to the gallant deeds of the Union army, the devotion of principle and the unselfish patriotism displayed by our soldiers throughout the contest, and concluded by again kindly and heartily thanking the vast audience for this manifestation of confidence and esteem.

Three rousing cheers were then given for Grant and Colfax, and the meeting adjourned. Hundreds of our citizens afterwards visited the parlor of the Wiler House, for the purpose of greeting the next Vice-President of the United States.

State of the Weather—July 31, 9 A. M.

	Wind.	Weather.	Ther.
Port Hood	W.	Clear	73
Portland	S. E.	Foggy	64
Boston	S. W.	Cloudy	76
New York	S. W.	Hazy	78
Wilmington, Del.	W.	Clear	80
Washington	S. W.	Hazy	80
Fortress Monroe	S. W.	Clear	78
Richmond	S.	Clear	80
Oswego	S.	Cloudy	73
Pittsburg	...	Stormy	79
Chicago	E.	Cloudy	86
Louisville	S. W.	Clear	84
New Orleans	S. E.	Clear	79
Key West	S. E.	Cloudy	83
Havana	E.	Cloudy	83

FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH, Friday, July 31, 1868.

The Money Market continues easy. Call loans are offered at 4@5 per cent. First class commercial paper is scarce and ranges from 6@7 per cent. per annum. The Stock Market opened very dull this morning, but prices were rather firmer. In Government securities there was little or nothing doing. City loans were in fair demand; the new issue sold at 103@103¼, an advance of ¼.

Railroad shares were the most active on the list. Reading sold at 47⅝@47⅞, an advance of ¼; Camden and Amboy at 126, no change; Pennsylvania Railroad at 53½, no change; Little Schuylkill at 45, no change; and Lehigh Valley at 56, no change. 33½ was bid for North Pennsylvania; 42 for Elmira preferred; 33½ for Catawissa preferred; and 26 for Philadelphia and Erie.

City Passenger Railroad shares were unchanged. 50½ was bid for Second and Third; 14½ for Thirteenth and Fifteenth; 22½ for Spruce and Pine; 10½ for Hestonville; 31½ for Green and Coates; and 43 for Union.

Bank shares were in good demand for investment, at full prices. 240 was bid for North America; 161 for Philadelphia; 128½ for Farmers' and Mechanics'; 60 for Commercial; 87½ for Western; 31 for Manufacturers'; and 44½ for Consolidation.

In Canal shares there was very little movement. Lehigh Navigation sold at 22½, no change; 11 was bid for Schuylkill Navigation common; 20 for preferred do.; and 15 for Susquehanna Canal.

PHILADELPHIA STOCK EXCHANGE SALES TO-DAY

Reported by De Haven & Bro., No. 40 S. Third street

FIRST BOARD.

$12600 City 6s, New...ls..103	100 sh Reading.......... 47⅝
$500 do. mun..... 103	100 do........s2½.. 47⅞
$7000 Pa R 1 m 6s.....ls..100½	200 sh Penna R....b60.. 53¾
$2000 Read 6s '70..........105	25 do............c.. 53½
$4000 C & Am 6s '83...ls.. 92	100 sh Leh N........b30.. 22⅞
$1300 Leh 6s.RR 1...ls.. 86	4 sh Leh V R .....c.. 56
$5000 Leh 6s.gold l.b60.. 88¾	100 sh L Sch R...s5wn.. 45
5 sh C & Am.c&p.c.126	8 sh Wy'g Val.......... 35

—Messrs. Jay Cooke & Co. quote Government securities, etc., as follows:—U. S. 6s. of 1881, 115¼@115½; old 5-20s, 114¼@114½; new 5 20s, 1864, 111@111¼; do., 1865, 112¼@112½; 5-20s, July, 108¾@109; do., 1867, 109@109¼; do., 1868, 109⅛@109¼; 10-40s, 108¼@108½; 7·30s, July, 108¾@109. Gold, 145½.

—Messrs. De Haven & Brother, No. 40 South Third street, report the following rates of exchange to-day at 3 P. M.:—U. S. 6s of 1881, 114¾@115¼; do. 1862, 114¼@114½; do., 1864, 110¾@110½; do., 1865, 112½@112¾; do., 1865, new, 108¾@109; do., 1867, new, 109@109¼; do., 1868, 109⅛@109¼; do., 5s, 10-40s, 108@108¼; do. 7·30s, July, 108¾@108¼; Due Compound Interest Notes, 119¼; August, 1865, 119¼; do., September 1865, 117¾@118¼; do. October, 1865, 117¼@117¾. Gold, 144¾@145¼. Silver, 136@138.

—The following are this morning's gold and foreign quotations, reported by Whelen Brothers, Gold, Stock, and Exchange Brokers, No. 105 S. Third street:—

9·30 A. M.	145¾	11·25 A. M.	145
10 "	145½	11·35 "	145¼
10·22 "	145	11·55 "	145¼
10·35 "	144⅞	12·05 P. M.	145¼
10·44 "	144⅞	12·19 "	145⅛
10·54 "	145	12·30 "	145⅛
11·22 "	145⅛		

Foreign Exchange on London:—60 days, 110@110¼; 3 days, 110⅜@110⅝. On Paris:—60 days, 5f. 16¼@5f. 13¾; 3 days, 5f. 12½@5f. 11¼.

—M. Schultz & Co., No. 16 South Third street report the following quotations per steamship City of Paris:—London, 60 days sight, 109⅝@110⅛; do. 3 do., 110⅛@110⅝; Paris 60 do. do., 5f.18¾@5f.15; do. 3 do., 5f.15@5f.12½; Antwerp 60 do. do., 5f.18¾@5f.15; Bremen 60 do. do., 79½@80; Hamburg, 60 do. do., 35⅝@36⅛; Cologne Leipsic, and Berlin 60 do. do., 71½@72; Amsterdam and Frankfort 60 do. do., 40¾@41½. Market firm. Gold at noon, 145½.

The New York Stock Market.

From the N. Y. Tribune of to-day.

"Money continues abundant at 3@4 per cent., with balances left at less rates on Governments.

"Sterling exchange is dull and a shade lower at quotations:—London, 60 days, 110⅛@110¼; London, sight, 110½@110⅝; Paris, long, 5·13¾@5·12½; Paris, short, 5·10⅝; Antwerp, 5·16¼@5·15; Swiss, 5·16¼@5·15; Hamburg, 36⅛@36¼; Amsterdam, 41⅛@41¼; Frankfort, 41@41¼; Bremen, 79¾@80; Berlin, 71½@72.

"The transactions at the office of the Assistant Treasurer were:—Receipts—For Customs, $708,000; for Gold Notes, $181,000; total Receipts, $2,837,067·72; total Payments, $2,171,819·46; balance, $84,120,605·16.

"Freights—To Liverpool, by steamer, 11,000 bush. Corn (last evening) at 6d., and 5000 boxes Cheese at 25@30s. To London, 7600 bush. Peas at 6d.

"The weekly exhibit of the Bank of England, made public to-day, as we learn by Atlantic Telegraph, shows that the amount of bullion in vault has decreased £112,000 sterling since last report."

From the N. Y. Times of to-day.

"There is a very moderate employment for Money by the Brokers at the cheap rates quoted for several weeks past, 3 to 5 per cent., and no near prospect to day of a revival in speculation in the public funds, which moves sluggishly at a concession of ⅛@¼ per cent., although the old 5·20s continue to be taken up for Europe, to avail of the favorable rates of Gold and Exchange for placing the bonds on the other side at moderate figures. There was more speculative business doing in the railway market to-day and at better prices, but not to the extent of producing the slightest ripple upon the dullness of money. The Border State Bonds were again agitated by the report of yesterday from the Tennessee Legislature, and immense sales of both old and new Tennessees were made at all the Boards, from 65¼ to 64¼ to 63½ per cent. for the new, and 66⅝ to 65¾ to 65 per cent. for the old. Nearly a million of dollars of both issues changed hands. North Carolina new bonds were also lower; Missouris again in strong demand; Virginias dull."

"The Railway Shares opened somewhat tamely, and there was but little life to the market up to the hour of noon, though no material concession in prices. Soon after 12 o'clock Chicago and Rock Island suddenly advanced to 109¾@110; New York Central to 135¾@136 per cent.; and the Northwest Stocks, Pittsburg and Fort Wayne and Cleveland and Pittsburg were in demand at ½@¾ per cent. better figures. The transfers of the New York Central and of the Michigan Southern Companies close to-morrow for the August half-yearly dividends—4 per cent. cash in both instances, the Central payable August 20 and the Michigan Southern August 15."

Philadelphia Trade Report.

FRIDAY, July 31.—There is no change to notice in the Flour Market, and only a few hundred barrels were taken in lots by the home consumers at $7.00@8 25 for superfine; $8·25@9·25 for extras; $9 00@12 00 for common and choice spring wheat extra family; $10·00@12·50 for new and old wheat; Pennsylvania and Ohio do. do.; and $12 00@14 00 for fancy brands, according to quality. Rye Flour is selling at $9·25@9 50 per barrel. Nothing doing in Corn Meal.

The Wheat Market is poorly supplied with prime lots, and holders are firm in their views. Sales of 1000 bushels new Pennsylvania and Delaware red at $2 40@2·45; and 1300 bushels No. 1 spring at $2 10@2·15. Rye is worth $1·60@1·65 for new and old Pennsylvania, and $1 50@1·53 for Southern. Corn is quiet at our quotations. Sales of 5000 bushels yellow at $1 22; and 1000 bushels Western mixed at $1 20. Oats are without essential change; sales of 2500 bushels at 86@88c. for new and old Pennsylvania, and 87@90c. for Delaware. Nothing doing in Barley or Malt.

Bark is steady, with sales of No. 1 Quercitron at $66 per ton.

Whisky is quite active, with sales in bond at 58@61c.

—A Californian married a Hawaiian lady, and to them a son has been born in Paris. The question now is regarding the boy's nationality.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

PORT OF PHILADELPHIA..........JULY 31.

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M..........78 | 11 A. M..........85 | 2 P. M..........83

CLEARED THIS MORNING.

Barque John Matthews, Ingham, St. Jago, G. W. Bernadou & Bro.
Schr Mary E. Staples, Dinsmore, Pembroke, Warren & Gregg.
Schr E. A. Conant Weeks, Roxbury, do.
Schr C. C. Smith, Barrett, Lynn, L. Audenried & Co.
Schr Elvie Davis, Johnson, Boston, Van Dusen, Bro. & Co.
Schr J. H. Gallagher, Gallagher, Norfolk, Day, Huddell & Co.
Schr Dick Williams, Corson, Quincy Point, Scott, Walter & Co.
Schr Z. A. Paine, Shackford, Eastport, E. A. Souder & Co.
Schr Specie, Smith, Nansemond, Captain.

ARRIVED THIS MORNING.

Steamship Whirlwind, Geer, 36 hours from Providence, with mdse. to D. S. Stetson & Co.

Barque Restless, Sheldon, 15 days from Barbados, with sugar and molasses to Thos. Wattson & Sons.

Schr James Veldren, Cavalier, 10 days from Jacksonville, with lumber to J. R. Sank & Co.

Schr C. C. Smith, Barrett, from Leedsburg.

Schr E. A. Conant Weeks, from Providence.

Schr Elvie Davis, Johnson, from Boston.

Schr J. H. Gallagher, Gallagher, from Trenton.

Schr Dick Williams, Corson, from Horton's Point.

BELOW.

Barque R. G. W. Dodge, from Trinidad via Key West; barque Iddo Kimball, from Bremen via Fortress Monroe; and two schooners, from West Indies.

Instructions have been issued to Collectors that no bill of sale of vessels shall be regarded unless the same be acknowledged before a Justice of the Peace, the same as is required for a deed. These instructions are in accordance with a recent act of Congress.

MEMORANDA.

Schr Sarah R. Thomas, Arnold, hence, at Gloucester 28th inst.

Schr Francis French, Lippincott, hence, at Salem 28th inst.

Schrs A. D. Scull, Scull; Maryland, Green; and Sidney Price, Townsend, for Philadelphia, sailed from Salem 28th inst.

Schrs H. B. Gibson, Tinker, for Orleans; Wm. Gillum, Covill, for Deep River; Amelia, Beebe, for Greenport; Isabella Thompson, Endicott, and Eliza Pharo, Valkenburg, for Providence; Chance Shot, Terry, for Fall River; C. L. Herrick, Baldwin, for Saugus; M. E. Gildersleeve, Lawless, for Tompkins' Cove; M. W. Griffing, Griffing, for Hartford; and R. H. Huntley, Nicholson, for Boston, all from Philadelphia, at New York yesterday.

Schr Argus Eye, Mayhew, for Philadelphia, sailed from Charleston 27th inst.

Schr William B. Thomas, Winsmore, hence for Charleston, put into Norfolk 30th inst., leaking badly.

Schrs Challenge, Whitmore; Jonathan May, Neal; and Whitney Long, Hayes, hence, at Salem 29th inst.

[BY TELEGRAPH.]

NEW YORK, July 31.—Arrived, steamships Ariel, from Southampton; City of New York, from Liverpool; and Missouri, from Havana, via Nassau.

FORTRESS MONROE, July 31.—Messrs. B. & J. Baker, wreckers, of Norfolk have gone to raise the schr Mary E. Kellinger, which was sunk on the 29th inst.

(*By Atlantic Cable.*)

GLASGOW, July 31.—The steamship Europe, from New York on the 18th inst., arrived out yesterday.

DOMESTIC PORTS.

NEW YORK, July 30.—Arrived, brig Hertha, Johannsen, from Rio Janeiro.

Brig D. Trowbridge, Neal, from Demarara.

SPIRIT OF THE PRESS.

EDITORIAL OPINIONS OF THE LEADING JOURNALS UPON CURRENT TOPICS—COMPILED EVERY DAY FOR THE EVENING TELEGRAPH.

Did Seymour Lie?

From the N. Y. Tribune.

On the evening of Friday, April 3—two days before the late Connecticut election—Horatio Seymour made a political speech at Bridgeport, which was flooded over the State when too late to be effectively answered in that canvass. In that speech—among many assertions as scandalously false—Governor Seymour said:

> "Now, when the Republican party inaugurated the policy of governing the South by force, it involved the necessity of maintaining great armies—great standing armies. It involved great national expense. The war ceased nearly four years ago; and yet it will cost this year more than $150,000,000 to maintain an army to keep the people of the South in subjection—a people that ought rather to be helping us to bear the cost of governing the nation. (Applause.) * * * "My friend General Sickles says nothing is better than the Governors down South. That may be very well for the Governors there, with their salaries; but can you afford to have that state of things exist, when we show you that more than $300,000,000 a year have been wasted in order to uphold this policy of reconstruction? I ask you, is the public faith safe?—if there is no danger of greater desolation falling upon us in this land, if this policy is continued? What do you say? The tax-gatherer calls upon you, and you complain of your taxes. These taxes are imposed for the purpose of paying our unwise public debt. Now, $400,000,000 are raised, and out of it the creditor gets only $100,000,000. Where do the $300,000,000 go? I ask the capitalists, I ask the men who hold these bonds, if it is wise and prudent, and right to uphold this policy, and to impose these taxes upon the people, to uphold a policy that endangers the liberties of our land? I ask you, can you sustain these men who waste $3 of the people's money where they devote one to the payment of the public creditor?" (Applause.)

—Here are three distinct, specific assertions as follows:—

1. It is costing this year "more than $150,000,000 to maintain an army to keep the people of the South in subjection."
2. "More than $300,000,000 a year have been wasted in order to uphold this policy of Reconstruction."
3. "Now, $400,000,000 are raised, and out of it the creditor gets only $100,000,000."

—These assertions we branded as lies—not mere mistakes, because made in palpable defiance of public records and official statements so explicit and notorious that a person of average intelligence could not make them without being impelled by a desire to bear false witness against his neighbor.

Of course, we could not state the *precise* aggregate of national expenditure in a year not yet concluded; but we cited from the accounts and estimates of the Treasury and War Departments, and even from the *World Almanac*, facts which proved Governor Seymour's above-quoted assertions at war with the truth.

We have now an official statement, by Special Revenue Commissioner D. A. Wells, of the exact amounts disbursed from the Treasury during the fiscal year which closed with the last month—that is, on June 30, 1868—the precise year *in* which and *of* which Governor Seymour was speaking. These are not estimates, nor appropriations, nor guesses, but the exact amounts paid into the United States Treasury from all sources and drawn from it for all purposes during the fiscal year just ended.

The report shows that Governor Seymour was very nearly right as to the amount of income to the Treasury during the fiscal year just closed—the exact amount being $405,300,000. But, instead of only $100,000,000 of this going to the public creditors, there was paid to them no less than $141,635,551 for interest alone—a large part of this being back interest on the compound-interest notes, whereof the three-years' interest and principal are all paid off at once. These being now paid off and canceled, the current interest on our national debt is $126,000,000 per annum.

Aside from payments of interest and principal of the public debt, there was paid from the Treasury, during the fiscal year just closed, $229,914,674—in round numbers, two hundred and thirty millions—being seventy millions of dollars less than the aggregate stated by Seymour in his Bridgeport speech.

Upon warrants from the War Department, there was paid from the Treasury for all purposes, during the last fiscal year, $123,246,648—not quite thirty millions less than Seymour asserted was paid "to maintain an army to keep the people of the South in subjection." But instead of being expended for that purpose, there was paid,

For bounties	$38,000,000
For reimbursing State war claims	10,330,188
For Engineer Bureau (mainly river and harbor improvements)	6,132,620
For payments for property lost or destroyed in the military service of the United States, Act of March 3, 1849, and supplements thereto, estimated	5,111,300
For subsistence of Indians estimated	1,000,000
For Freedmen's Bureau	3,215,000
For expenses reconstruction	1,799 270
For national cemeteries	792,860
For commutations of rations of prisoners of war	152,000
Total	$66,533,238

These are the Commissioner's figures; but we will subtract the items for the Freedmen's Bureau, for Reconstruction expenses, and even (though we should not) for Subsistence of Indians, so that there shall be no chance for even unreasonable cavils, and add these to the cost of maintaining the Army, which will then stand

Regular Army expenditures	$56 713,410
Freedmen's Bureau	3,215,000
Reconstruction expenses	1,799,270
Subsistence of Indians	1,000,000
Total	$62,727,680

Here is the entire cost of maintaining the army, supporting the Freedmen's Bureau, and executing the Reconstruction acts, altogether; and the aggregate is less, far less, than one-half the amount charged by Seymour. He told the people of Connecticut that "it would cost this year more than $150,000,000 to maintain an army to keep the people of the South in subjection;" while in fact the entire cost of the army (whereof millions were required to subdue the outbreak of several tribes of savages on the Plains) with the cost of executing the Reconstruction acts and supporting the Freedmen's Bureau, was actually less than sixty-three millions! Can so gross a misstatement have been honestly made by one who has been Governor of a State and is now running for President?

We have grouped the army, reconstruction, Freedmen's Bureau, and Indian subsistence accounts with a purpose. Had we not done so, there are those who would say, "The army proper does not cost so much; it is the reconstruction policy, or the Freedmen's Bureau;" and when we show what is the actual cost of the Freedmen's Bureau, it will be said that we have taken no account of the pay and allowances of officers who belong to the army, but are in the service of the Freedmen's Bureau, or enforcing the Reconstruction acts; but, when all these accounts are summed up in one aggregate, what dodge can avail? If the pay, etc., of army officers serving in the Bureau, or enforcing reconstruction, are not included under one of these heads, they certainly are under another. And if either of these three items is too small, then another must be correspondingly too large. At all events, here is the entire expense of army, Freedmen's Bureau, and reconstruction aggregated; and the total is less than sixty-three millions, instead of the army alone costing "more than one hundred and fifty millions."

These expenditures are being heavily reduced. Seven of the ten Rebel States having framed free constitutions and chosen loyal officers, have been restored to the rights which they repudiated or forfeited by rebellion—those incident to slaveholding excepted. Hence, the cost of registering their voters, holding elections, etc., etc., is ended. The President has just abolished the Military Departments composed of those States. The Freedmen's Bureau is being rapidly wound up; so that white Rebels will no longer be fed by it in thousands and the cost charged to "lazy, worthless niggers, who would rather beg or steal than work." The appropriations for the support of the army for the fiscal year just begun are thirty-three millions; and they will suffice unless Frank Blair's threats to subvert the new State Governments by armed force shall meantime be executed. As, however, he does not propose to set about this ticklish job till a Democratic President shall have been elected, we presume the appropriations will suffice.

Commissioner Wells officially states that the National Debt has been reduced two hundred and fifty millions of dollars between August 31, 1865, and June 30, 1868—less than three years—although nearly *ten thousand* distinct articles or products have meantime been released from taxation, and taxes taken off to the amount of one hundred and sixty-seven millions of dollars. During these three years, we have paid many millions—we think not less than two hundred—to soldiers for pay and mustering-out bounties and to States for the cost of fitting out troops for the War. And, even in the last fiscal year, the revenue exceeded the expenditures by thirty-four millions, beside many millions were paid as back interest on the compound-interest notes. Including this item, the public debt must have been reduced in the last fiscal year by at least fifty millions of dollars.

Reader! did or did not Horatio Seymour lie, in asserting that "it will cost this year more than $150,000,000 to maintain an army to keep the people of the South in subjection?"

Did he or did he not lie, in asserting that "more than $300,000,000 a year have been wasted in order to uphold this policy of reconstruction?"

Did or did he not lie, in aserting that "Now $400,000,000 (per annum) are raised, and out of it the public creditor gets only $100,000,000?"

We have set forth the facts, as officially ascertained, and ask you to pass judgment thereon without fear or favor. And, if you say he made false statements, but did not mean to lie, can a man whose hate of one half his fellow citizens is so malignant, so infernal, as to impel him to make such false charges, be fit for President of the United States?

Enormity of the Public Expenditures—Wells' Report.

From the N. Y. World.

We have published a white-washing campaign document of the Republicans, intended to parry the charge of extravagant expenditures. As nearly as we can learn the origin and secret history of this white-washing manifesto, it was got up at the instigation of Horace Greeley, who wrote, some three weeks ago, to Speaker Colfax, telling him that unless the statements in Governor Seymour's then recent speech were rebutted, they would do great damage to the Republican party. Commissioner Wells was thereupon charged with the task of cooking up an exhibit to explain away the enormity of the Republican expenditures. We will not, at present, enter into any detailed criticism of the report, thinking it more useful to call attention to the bad state of the case as exhibited in this apologetic document. What is here confessed cannot afterwards be denied; and judged by their own figures, the Republicans deserve to be stripped of the power they so grossly abuse.

According to Mr. Wells' statements, the total expenditures for the army and navy from the close of the war to the 30th of June, 1868, were as follows:—

For the Army	$917,117,043
For the Navy	133,110,276
Total	$1,050,227,319

This is at the enormous rate of more than $300,000,000 a year in time of peace, while previous to the war the whole expenses of the Government were only $70,000,000 a year, army, navy, and everything included. It is no wonder that the Republicans felt that the salvation of their party is staked on their ability to explain away these facts, or to raise a dust to cover them.

Being compelled to admit the facts, what is their apology? Why, that the scale of expenditure was altogether larger during the first nine months after the close of the war than it has been since. Nobody disputes that; but when Mr. Wells attributes it to paying off the disbanded soldiers, he warily avoids going into details. If he had told the exact amount paid to disbanded soldiers in each quarter of his nine months, we should have had the means of judging of his apology. We challenge him to produce such a statement. What we want to know is the number of soldiers mustered out during each of these three quarters, and the amount of money paid them on quitting the service. That a prodigious amount was spent at that time we grant; but that it all went into the pockets of disbanded soldiers we do not believe, and challenge the proof. Vague generalities about the vast expense of disbanding the army will not answer; we demand an authentic transcript from the muster rolls and pay rolls, before we can judge how much of this apology is fact, and how much fiction. Mr. Wells' white-washing campaign document slurs over and suppresses the details, because the details would expose the insufficiency of this apology.

Without further discussing the expenditures of those first nine months until we are in possession of fuller and more detailed information than Mr. Wells supplies, we call attention to the enormous taxes which the people paid in the third year after the close of the war, as admitted in his whitewashing report. The customs revenue collected in gold, amounted to $163,500,000. Reducing this to its value in currency to avoid the confusion of reckoning in two kinds of money, the revenue collected in the fiscal year ending the 30th of last month was as follows:—

Customs	$228,900,000
Internal Revenue	193,000,000
Miscellaneous	47,000,000
Public Lands	2,800,000
Total	$471,700,000

And this enormous revenue was all spent within the year, except about thirty-four million dollars! Deducting this sum, we have the following exhibit for the year which closed with the end of last month:—

Total revenue	$471,700,000
Unexpended balance	34,700,000
Expenses of the year	$437,000,000

We have spent in the third year of peace more than one-sixth of the amount of our gigantic public debt! We are willing to go to the people on this exhibit of extravagance taken from the whitewashing campaign document of the Republicans. Letting Mr. Wells' apology for the expenses of the first year of peace pass, for the present, for what it may be worth, we stand on his admission that the expenses of the third year reached the enormous sum of $437,000,000. The deceitful electioneering estimates for next year are mere chaff; but the prodigious expenses of the fiscal year which closed less than thirty days ago, are an accomplished fact, which the Republicans will hereafter be unable to dispute. It is a fact proved by their own witness. A Republican administration in time of peace costs for one year nearly as much as was raised in taxes during the whole eight years of Mr. Pierce's and Mr. Buchanan's administrations. For the eight years preceding the 30th June, 1861, the total amount of receipts both from taxes and land sales was $492 000,000, and the expenditures for the one year preceding the 30th of June, 1868, were $437,000,000. We need no other statement to convince the people of the United States of the enormous wastefulness of a Republican, as contrasted with the economy of Democratic administrations.

Progress of the Revolution.

From the N. Y. Herald.

Seven of the Southern States having complied with the requirements of Congress, the act constituting them military districts has "become inoperative;" so the armed power of the nation is withdrawn and the power heretofore lodged with commanders is "remitted to the civil authorities." Law and not the will of any man is now theoretically supreme in those communities. But what law? Particularly the fourteenth amendment, which Mr. Seward has just (somewhat superfluously) declared "valid to all intents and purposes as part of the Constitution of the United States." These Southern communities are now subject to their local laws, save in so far as these conflict with the national laws; and they are subject to the laws of Congress except when these conflict with the provisions of the Constitution. Just as the parts of the Reconstruction law that established military authority in the South have now "become inoperative" and are put aside, so other parts of the same law will of course become inoperative and be put aside, as they seem to be superseded by the higher constitutional enactments. Between the reconstruction laws and the fourteenth amendment there is direct collision on that vital point of Southern politics—negro suffrage. In the amendment the Southern communities may find full power to supersede and push aside the laws that establish this suffrage, and from all the indications we now have of Southern temper we cannot doubt their readiness to use that power at the earliest possible moment. In erasing negro suffrage they lose a certain weight in the national legislature; but they will deprive themselves of that to put their domestic institutions on a basis satisfactory to themselves. For this they will only wait to manipulate one State election, and so get the power that Congress has left with the carpet-baggers. To this effort they are manifestly invited by the attitude of the Executive, by the ostentatious announcement to them just as Congress has adjourned that the generals have no longer any power, and that the fourteenth amendment is the paramount law.

Here we go, then, into another stretch of revolutionary impossibilities, into another phase of the war of factions, as if to demonstrate that the newest republic shall not be exempt from the vices that destroyed all its historical predecessors, and to declare that forms of government give no security against the evils that flow from party fury and all other developments of political vice. Our future we can only study in the history of other nations. Was the fall of the Roman Republic an accurate antetype of ours? Between the decay of the old republican forms and spirit and the next name that gave glory to the Roman name, there was over a hundred years in which the State was alternately in the hands of one or another faction. Reaction from one extreme always brought the other into power, and the incoming faction found no labor so agreeable as tearing up all that the former had done and in initiating another organization of government from the most widely different principles. Laws were only made by one to be unmade by the other, and society, the people, every interest of the community was thus kept at the constant mercy of men who could see nothing that stood in the way of their party revenges. Thus the Roman republic went down, until its people so lost their great spirit that they could accept a master, and then the shadow of Cæsar's name, greater than Cæsar, consolidated the empire. Are we to experience the same change? Was the government founded by our fathers only fit for a republic of five to ten millions of persons, and did the growth of the nation render inevitable a change in its political system? And must we, in order to reconcile us to the system of the future that shall be suited to fifty millions, go through all the miseries of a rule of faction till we shall be ready to accept with peace a system that now would be repugnant to our republican instincts?

As we stand we are in the hands of the demagogues. This most atrocious faction that we call the radicals has cheated the nation of the just results of its great efforts and victory, and thus starts the reaction that has threatened to bring into power the other extreme. But shall we fare any better with that other extreme? What can we expect of Seymour, of Blair, or of a party one of whose orators is Wade Hampton, and whose platform is made in great part by the men who waged a four years' war to destroy the Government? Seymour is rather worse than poor Pierce—a mere retailer of infinite twaddle. If his party were to win we should expect to see him withdraw and Blair take his place. Blair has promised in advance to take us back to the chaos of disorganization. He would observe constitutional forms—that is, he would wait until he had secured a Congress of his own creatures, which he could certainly do by such a use of Government patronage as has not been dreamed of hitherto. With that Congress and that President whither might we not be taken? And if the Northern people resisted another war of coercion would be easy to start, and a Southern army, with a change of coat and colors, might march into the Middle or New England States under Wade Hampton to assert the authority of the National Government. We cannot fancy that the radical faction is any more worthy to be trusted than the Rebel faction; but we believe that Grant is safe; and as we have seen him in the war win battles in spite of the enemy in front and the politicians behind, we could hope that he might do quite as much again. His election affords the only promise of saving the country from such a future as an indiscriminate war of factions would involve.

The Exact Figures.

From the N. Y. Evening Post.

Mr. Blaine, of Maine, made some remarks in the House of Representatives on the 27th of June, in which he fully refuted one of Mr. Seymour's political assertions. Mr. Seymour had said:—

> "Since the war closed in 1865 the Government has spent for its expenses, in addition to its payment on principal and interest of public debt, more than one thousand million dollars. Of this sum there has been nearly eight hundred millions spent on the army and navy, and for military purposes. This is nearly one-third of the national debt. This was spent in time of peace."

Mr. Blaine showed, from official records, that the actual expenses of both army and navy for the past three years of comparative peace have been but $175,000,000 in all; and that the army costs less in gold as a whole, and far less even in currency, per regiment, than it cost under the last Democratic administration—that of Mr. Buchanan.

But the example of Mr. Seymour having been so widely followed, and wild assertions of extravagance in the Government having been circulated everywhere, the full and authoritative summary given by Mr. Wells, which we print elsewhere, is most timely and valuable. For example, the Democratic papers and speakers have so often said that the country is increasing its debt, that possibly somebody may almost believe it. Only last week a Democratic organ insisted, not for the first time, that the Republicans, during three years of peace, "have expended, over and above $1,500,000,000 raised in the way of revenue, nearly $900,000,000 raised in the way of loans."

The fact is that not one dollar has been "raised in the way of loans" for the expenses of the Government in time of peace. On the contrary, the ordinary revenues of the Government, though by no means amounting to $1,500,000,000 in all, have paid all these expenses, besides the interest on the war debt, and have reduced the principal of the debt $250,000,000. And Mr. Wells shows that in the fiscal year just ended the revenues yielded a surplus above all expenditures of $34,749,777.

Again the expenses of the War and Navy Departments are not only continually exaggerated by certain Democrats, but they daily assert that these expenses are constantly increasing. Mr. Wells shows conclusively that both are rapidly diminishing in annual cost; and that, apart from the extraordinary expenditures which are the direct results of the war, they have now ceased to be, in any sense, a burden upon the country. Their cost sinks into insignificance beside the military and naval budgets of any other great nation in Christendom.

The *World* says:—

> "The expenses of these two departments in 1867 were over $44,000,000 more than in 1866, and from all accounts the increase of 1868 will be double that sum. Again we ask, Where does all this money go? All efforts in Congress to reduce the expense have proven futile."

The fact is that the expenses of these two departments, apart from bounties to the soldiers of the war, are constantly decreasing; and that the efforts of Congress to reduce them have formed a part of the work done at the session just closed. The increase for 1868 will not be $88,000,000; but the decrease in the ordinary expenses of these two departments for 1868 will be $29,000,000.

The favorite charges against Congress have been founded upon the Freedmen's Bureau and the Reconstruction acts. Before the actual cost of the Bureau in question was officially known, many of the Democratic papers formed a habit of denouncing it as the chief item of national expenditure; and some of them have not given up the habit yet. Now that the total outlay for it from its organization to the beginning of the present month is known to have been $5,617,000, it is to be hoped that it will no longer be represented as swallowing up all the revenues of the nation, and threatening the treasury with bankruptcy. In view of the number of lives saved by its ministries, and the amount of distress among democratic citizens of the Southern States relieved or prevented by it, any criticism upon this Bureau may be disregarded which does not show how the same good could have been obtained at a smaller cost.

The whole letter of Mr. Wells deserves careful study, not only in its bearings upon the partisan calumnies which it refutes, but as giving expression to that noble tribute to the economy and honesty of a Republican form of government which lies in the figures of our national ledger for the last three years. No other government has ever closed up the accounts of a great war so cheaply and satisfactorily. No other government has ever, in reorganizing society and restoring civil order through a region devastated and unsettled by war, made so little waste and incurred so little just reproach. The whole process has been disturbed and delayed by dissension in the government itself, and the purity and moral power of its administration have been seriously injured, especially during the last year, by factious resistance to its policy on the part of the President himself. Yet, under all difficulties, much has been accomplished; far more than could reasonably have been hoped for, had these difficulties been foreseen; and the American people will not fail to anticipate the final verdict of history by giving large credit for it to the purity, economy, and zeal of the Republican Congress which has chiefly controlled the Government.

The Runaway Congress.

From the N. Y. Independent.

Notwithstanding the hot weather in Washington, notwithstanding the bad air of that Calcutta-hole which is called the Senate Chamber, notwithstanding the desire of Congressmen to drink mineral waters at Saratoga Springs, notwithstanding every specious argument which has been piteously plained forth for the adjournment of Congress, we believe that the letting-go of the hand of the Legislature from the helm of the Government at this unhappy moment is a blunder of the fatal sort which is accounted worse than a crime. A Congress that lately undertook, in the name of the public safety, to remove a dangerous President from office, now voluntarily removes itself from its own office, quits its post of vigilance, and allows the President to remain unwatched and unchecked in his designs against the republic. The Democratic platform defiantly proclaims the Reconstruction acts null and void; General Blair shouts through the trumpet of his spirituous nose that this promise of nullification is to be enforced by civil war; the President, both in public messages and in private threats, avows that he will blindfold his eyes against recognizing the officers of the new State governments—and yet, in the midst of this accumulation of public perils—in the very face of a more menacing aspect of national affairs than we have known since the President's first betrayal of his public trust—Congress staggers home from Washington, sunstruck, powerless, and mute. Is statesmanship an icicle, that it should dissolve in the sun? Is the heat of summer fiercer than the fire of battle? As thousands of brave men have breathed even the cannon's breath for the sake of their country, is it too much to ask that congressmen, for the same high end, shall brave the dog-star? There were trivial reasons for, and momentous reasons against, adjournment; but Congress was moved by the trifles to neglect the weightier duties of the hour. Half the American people are thrown into sudden anxiety by this flight from Washington. How little precaution has Congress taken against the arch-enemy? Left to himself, what will Andrew Johnson now refrain from doing? Who knows what an hour may bring forth? Without being alarmists, we declare that there is now just cause for wise fear. Congress is a spectacle of poor, weary statesmen fallen asleep at midday; and trusting to the noise of the President's next mischief to wake them up! Let the country understand the situation—the Rebels have captured Washington, Andrew Johnson lives, and Congress is dead. So God keep the Republic!

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HENRY S. HANNIS & CO.

218 & 220 S. FRONT ST.

OFFER TO THE TRADE, IN LOTS,

FINE RYE AND BOURBON WHISKIES, IN BOND

Of 1865, 1866, 1867, and 1868.

ALSO, FREE FINE RYE AND BOURBON WHISKIES,

Of GREAT AGE, ranging from 1864 to 1845.

Liberal contracts will be entered into for lots, *in bond* at Distillery, of this years' manufacture.

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SEVENTEENTH AND SPRING GARDEN,

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PATTERN LUMBER OF ALL KINDS.

EXTRA SEASONED PANEL PLANK.

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CAROLINA 4-4 and 5-4 FLOORING.

HEMLOCK JOISTS, ALL SIZES.

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A FULL LINE OF

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1868. WALNUT BDS. AND PLANK. WALNUT BDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1868.

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T. P. GALVIN & CO., LUMBER COMMISSION MERCHANTS, SHACKAMAXON STREET WHARF, *BELOW SLOAT'S MILLS,* (SO CALLED), PHILADELPHIA,

AGENTS FOR SOUTHERN AND EASTERN Manufacturers of YELLOW PINE and SPRUCE TIMBER BOARDS, etc., shall be happy to furnish orders at wholesale rates, deliverable at any accessible port.

Constantly receiving and on hand at our wharf SOUTHERN FLOORING, SCANTLING, SHINGLES, EASTERN LATHS, PICKETS, BED-SLATS, SPRUCE, HEMLOCK, SELECT MICHIGAN AND CANADA PLANK AND BOARDS, AND HACMATCC SHIP-KNEES. 1 31 stuth§

ALL OF WHICH WILL BE DELIVERED AT ANY PART OF THE CITY PROMPTLY.

UNITED STATES BUILDERS' MILL, NOS 24, 26, and 28 S. FIFTEENTH Street.

ESLER & BRO., PROPRIETORS.

Always on hand, made of the Best Seasoned Lumber at low prices,

WOOD MOULDINGS, BRACKETS, BALUSTERS AND NEWELS.

Newels, Balusters, Brackets, and Wood Mouldings.

WOOD MOULDINGS, BRACKETS, BALUSTERS AND NEWELS.

Walnut and Ash Hand Railing, 3, 3½, and 4 inches.

BUTTERNUT, CHESNUT, AND WALNUT MOULDINGS to order. 612§

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They are exquisite gems of art, rivalling in beauty, naturalness of tint, and perfection of form a great variety of the choicest exotic flowering plants. They are mounted on boards of three sizes, and sold from 25 cents to $3 and $4 each.

For framing and the album they are incomparably beautiful. 3 15§

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STEVENSDALE INSTITUTE, BOARDING SCHOOL FOR YOUNG LADIES.

Terms—Board, Tuition, etc.—per scholastic year, $500

NO EXTRAS.

Circulars at Messrs. Fairbanks & Ewing's, No. 715 CHESNUT Street; also at Messrs. T. B. Peterson & Brothers', No. 306 CHESNUT Street.

Address, personally or by note,

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MRS. R. DILLON,

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Has a large assortment of MILLINERY.

Ladies', Misses', and Children's Silk Velvet, Felt Straw and Fancy Bonnets and Hats of the latest styles. Also, Silks, Velvets, Ribbons, Crapes Feathers, Flowers, Frames, etc. etc., wholesale and retail. 3 16§

CHAMPAGNE.—AN INVOICE OF "PLANT Dore" Champagne, imported and for sale by JAMES CARSTAIRS, JR., 126 WALNUT and 21 GRANITE Street.

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WATCHES, JEWELRY, ETC.

HAVING PURCHASED THE INTEREST OF THOMAS WRIGGINS, ESQ.

My late partner in the firm of WRIGGINS & WARDEN, I am now prepared to offer A NEW AND VARIED STOCK OF WATCHES AND JEWELRY, AT THE OLD STAND, S. E. CORNER FIFTH AND CHESNUT STS.

And respectfully request a continuance of the patronage so long and liberally bestowed upon the late firm. Particular attention given to the repairing of WATCHES AND JEWELRY.

A. B. WARDEN.

Philadelphia, March 16, 1868. 6 3 wfm2m

JEWELRY! JEWELRY!

S. E. Corner Tenth and Chesnut.

NEW STORE. NEW GOODS.

WRIGGINS & CO.,

(Formerly Wriggins & Warden, Fifth and Chesnut) invite attention to their New Jewelry Store, S. E. corner TENTH and CHESNUT Streets.

We are now prepared, with our Extensive Stock, to offer GREAT INDUCEMENTS to buyers.

WATCHES of the most celebrated makers, JEWELRY, and SILVER WARE, always the latest designs and best qualities.

Goods especially designed for BRIDAL PRESENTS.

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DIAMOND DEALERS & JEWELERS.

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WATCHES and JEWELRY REPAIRED.

802 Chestnut St., Phila.

Would invite particular attention to their large and elegant assortment of

LADIES' AND GENTS' WATCHES

of American and Foreign Makers of the finest quality, in Gold and Silver Cases.

A variety of Independent ¼ Second, for horse timing.

Ladies' and Gents' CHAINS of latest styles, in 14 and 18 kt.

BUTTON AND EYELET STUDS

in great variety—newest patterns.

SOLID SILVERWARE

for Bridal presents; Plated-ware, etc.

Repairing done in the best manner, and warranted. 5 14p

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UNTIL SEPTEMBER 1, 1868,

I WILL CLOSE DAILY AT 5 P. M.

G. W. RUSSELL,

Importer and Dealer in French Clocks, Watches Fine Jewelry, and Silver Ware,

No. 22 North SIXTH Street,

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FINE WATCHES.

We keep always on hand an assortment of LADIES' AND GENTS' "FINE WATCHES" Of the best American and Foreign Makers, all warranted to give complete satisfaction, and at GREATLY REDUCED PRICES.

FARR & BROTHER,

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Especial attention given to repairing Watches and Musical Boxes by FIRST-CLASS workmen.

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B. MIDDLETON & CO., DEALERS IN HARLEIGH LEHIGH and EAGLE VEIN COAL. Kept dry under cover. Prepared expressly for family use. Yard, No. 1225 WASHINGTON Avenue. Office No. 514 WALNUT Street. 72

GAS FIXTURES.

GAS FIXTURES.—MISKEY, MERRILL & THACKARA, No. 718 CHESNUT Street, manufacturers of Gas Fixtures, Lamps, etc., etc., would call the attention of the public to their large and elegant assortment of Gas Chandeliers, Pendants, Brackets, etc. They also introduce gas-pipes into dwellings and public buildings, and attend to extending, altering, and repairing gas-pipes.

All work warranted. 11 1§

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SHOPS: NO. 213 LODGE STREET, AND NO. 1733 CHESNUT STREET,

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CORN EXCHANGE BAG MANUFACTORY, JOHN T. BAILEY & CO., REMOVED TO N. E. corner of MARKET and WATER Streets, Philadelphia.

DEALERS IN BAGS AND BAGGING Of every description, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.

Large and small GUNNY BAGS constantly on hand. 2 22§] Also, WOOL SACKS.

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COTTON AND FLAX, SAIL DUCK AND CANVAS, Of all numbers and brands. Tent, Awning, Trunk, and Wagon Cover Duck. Also Paper Manufacturers' Drier Felts, from one to several feet wide; Pauling, Belting, Sail Twine, etc.

JOHN W. EVERMAN & CO., No. 103 JONES' Alley

CITY INTELLIGENCE.

[FOR ADDITIONAL LOCAL ITEMS SEE OUTSIDE PAGES.]

DEATH FROM A SNAKE BITE.—Mr. Charles E. Becker was the proprietor of a zoological garden at No. 441 and 443 North Ninth street. Among his curiosities he had a number of poisonous reptiles, which he valued highly. He lately made an addition to his stock in the shape of a large rattlesnake. Yesterday afternoon, about half-past 3 o'clock, some gentlemen called to examine the curiosities, and desired to hear the snake rattle. Mr. Becker worried him with a stick and produced the desired effect, the snake becoming very angry. Shortly after, while removing the snake from the cage, it turned and bit him on the index finger. He immediately proceeded to a drug store and had the wound cauterized, but without effect, as the poison had entered his body. He proceeded home and informed his wife and family that he was dying. This they could scarcely credit, but he hastily wrote his will, leaving all his earthly effects to his dear ones, and in the midst of his family, his wife and little ones around him, expired in forty-five minutes. The affair has created a great excitement; great sympathy is felt for the family of the deceased. The Coroner was notified.

THE CONDUCTORS' AND DRIVERS' PROTECTIVE UNION.—Yesterday afternoon a committee from the meeting of the drivers and conductors of railway passenger cars called upon the Presidents of the several roads in their individual capacities, with a view of discussing their grievances, and exerting in their behalf a kindly feeling. The proceedings were informal, and the matter will come up for final settlement at the regular meeting of the Board of Presidents. At the present time the conductors and drivers average from sixteen to seventeen hours a day, and are, in consequence, obliged to lay off at their own expense, for one or two days in the week, for the purpose of recuperating their exhausted frames. The object of their present movement is that there may be such a change effected as will reduce each day's labor to twelve hours, so that they can thus make a full week's wages, instead of being as at present situated.

READING THE DEATH-WARRANT.—On Wednesday Sheriff Lyle, accompanied by his Deputy, Thomas D. Smith, proceeded to the Moyamensing Prison for the purpose of reading the death-warrant to Alfred Alexander, who murdered Phillis Proctor. The prisoner received the gentlemen kindly, and remained perfectly calm during the reading. He states that the loss of life was not immediately from the wounds he inflicted, but for want of proper care and medical attendance. He hoped to be pardoned by the Governor, but when informed that that functionary would not interfere, and advised to make his peace with God, he said he had secured the services of Rev. Dr. Hopkins, a colored clergyman, who would attend to his spiritual wants. The execution is fixed for the 25th of August.

HOSPITAL ITEMS.—The following cases were admitted to the Pennsylvania Hospital yesterday:—

Philip Mayhew, aged fifty-two years, severely injured by a fall from a scaffolding on Shippen street, near Twelfth.

Daniel Kohlbank, aged twenty-seven years, living at No. 515 South street, had a foot badly injured yesterday at the Franklin sugar refinery, on South Delaware avenue.

About four o'clock yesterday afternoon John Kelly, aged six years, had an arm fractured by the falling of a counter, while playing in front of a furniture store at Second street and Germantown avenue.

RAILROAD ACCIDENT.—Mr. Charles Irvine, who resides in Shippen street, above Thirteenth, was killed on the Cape May Railroad, about half-past 6 o'clock yesterday, near Cape May Court House. The deceased was standing on the step, holding on to the handrail of the car, when the other train passed, running at a very rapid rate. The current of wind was very strong, he, having but a slight hold of the railing, was carried down. The passing car struck him, killing him almost instantly. His remains were brought to the city last night. He was a member of Star of America Lodge, No. 52, I. O. of O. F., and Council No. 91, O. U. of A. M.

ACCIDENTS.—Yesterday afternoon James Orr, aged fifty years, had a leg fractured while digging a cellar at Sixteenth and Master street. He was removed to his home, Frankford road and Thompson street.

Michael Shane lives at 1621 Melloy street; yesterday he was struck by a car of the Race and Vine Streets Passenger Railway at Broad and Race streets, and was considerably hurt.

DROWNED.—Michael Haney was drowned yesterday afternoon in a brick pond, on Ellsworth street, above Sixteenth. He was dumping a load of dirt in the pond, and slipped. He was fifty years of age, and resided at No. 1433 Shippen street.

John Mabarga, a little boy living in Pagoda street, below Twenty-fifth street, was drowned in Dark-woods pond, on Wednesday. The body was recovered.

The Arizona Silver Region.

From the San Francisco Alta.

Advices from Arizona represent the developments in the newly found silver mines between Wickenburg and Prescott, near Walnut Grove, as of such an extent as to warrant the belief that something more than a second Washoe has been discovered. Such reports must always be taken *cum grano salis*; but that there are deposits of the precious metals in that region which are destined to add immensely to our national wealth eventually, cannot be doubted. The whole of that part of Arizona abounds with gold-bearing quartz and exceedingly rich but refractory sulphurets, argentiferous galena, and gold placers. Walnut Grove is situated in the Hassiyampi Valley, a rich agricultural region, where there are thriving settlements. Wood, water and grass, all of the best quality, abound, and the climate is temperate and healthy. The new mines are said to be located within ten miles of that place. Argentiferous galena of very rich quality has been found there in extensive deposits, and some recently assayed in San Francisco from the Chance Lode, owned by Fred. Henry, yielded a large percentage of the more precious metal. At Wickenburg two gold quartz mills are running with great success, and there are unlimited deposits of rich quartz in that vicinity. Between that Point and Walnut Grove the whole country abounds in quartz ledges of immense size, which have never been prospected to any extent on account of the hostility of the Apaches, who infest that region. The famous Walker and Weaver diggings—placer gold—which, though very spotted, have yielded large quantities of gold, are within a few hours ride of Walnut Grove, and all along the Hassiyampi there are placers which have been worked to a greater or less extent. The country has an advantage of Washoe in the matter of climate, and, with protection from the Indians, would easily sustain a tolerably large population from its resources. Humboldt predicted that it would prove the richest mineral region in the world, and his predictions may yet be verified.

A Gigantic Floating Dock.

The Egyptian floating dock recently finished at Toulon, is described as follows:—

Length, 141 metres; breadth, 30 metres; height, 11 metres; draught of water, 1 metre, which however may be increased to nine. Its total weight is 3,890,000 kilogrammes. Internally, it is divided into 72 water-tight compartments, which may be filled or emptied at a minute's notice. It is closed at its extremities by two caissons, well secured against disasters during the voyage. In its present state, it can raise out of water the largest vessels now afloat in the course of three or four hours. The steam-engines, of twenty-five horse power each, work a system of rotary pumps, which, by means of tubes, can empty any compartment at pleasure. This dock has been tried several times: on one occasion it raised four Brazilian despatch-boats together, and on another, two clippers, one of 1200 and the other of 600 tons, so that it may be considered equal to any task of the kind. There are only two more such floating-docks in the world, both built in England. One is now in Cochin China, and the other in the island of St. Thomas.

Something About Sparrows.

A writer in *All the Year Round* gossips about the sparrow and its usefulness:—

"There are, according to the great French naturalist, Buffon, who somewhat angrily calls the sparrow an 'idle glutton,' no less than sixty-seven varieties of this well-known bird. The best known of the sixty-seven—all of them inhabitants of the old or Eastern hemisphere, and none of them known, except by name, in the Western world—are the house sparrow, the tree sparrow, and the hedge sparrow, to which I think should be added the London sparrow. Unlike the swallow, the cuckoo, and other migratory birds, the sparrow does not seek a perpetual spring or summer, by travel to the sunny south, but stays with us in all seasons. The severest winter does not drive him away, though it may sometimes kill him or force him to desperate straits for a subsistence. All the year round he twitters in town and country, and picks up a livelihood as best he can; and all the year round he multiplies his kind. The hen produces three broods in the twelvemonth.

* * * "In the United States of America and Canada, where there are no sparrows—and where few small birds can live, unless in the wilderness—partly from the fact that every small boy from the age of eleven upwards is allowed to carry a gun, and blaze away at everything with wings, bigger than a butterfly or a humming bird, that comes within range of his weapon; the plague of caterpillars, especially of that known as the 'measure worm,' is beyond conception to the dwellers in our more fortunate isles. In the hot summers—and it should be remembered that even the Northern States of America enjoy (or suffer from) a climate similar to that of Spain or Morocco—the shade of trees is especially agreeable, and in the principal streets of the principal cities the ailanthus, the elm, the maple, and other trees are planted, both for their beauty and their utility. Unluckily the 'measure worm,' a vile, disgusting, black caterpillar that breeds in incredible numbers, loves the trees also, and the early leaves no sooner expand than the 'measurer' begins to disport himself by dangling from the boughs.

"An attempt to naturalize the sparrow in Australia has succeeded to the fullest degree. Mr. Edward Wilson consigned a large number of healthy birds to Melbourne. They were let loose immediately on arrival, and betook themselves to the tiles and the tree-tops; and possibly because the little Australian boys have not yet been entrusted with fire-arms, or because the grimalkins—like themselves, a recent immigration to the antipodes—looked with as little concern upon sparrows in the new country as they did in the old, they speedily began to pair and breed, and make themselves at home. So greatly have they flourished—it is to be hoped, at the expense in the first instance of the gnats and the caterpillars—that the gardeners in the neighborhood of Melbourne have begun to complain, just as gardeners and farmers foolishly do at home, of their depredations upon the peas and cherries.

"The London sparrow, like other created things, takes something of his color from his habitat, and is a brown, dingy, dirty, smoky-hued featherling compared with the country sparrow, in whose plumage white and gray and pure black, mingle harmoniously with the russet brown, which is the predominant color of his livery. He has to make as hard a fight for his living as the 'city Arab.' There are no cornfields to pillage, no orchards to rob, no succulent green peas or juicy cherries to be got. There is nothing for him but the refuse of men and animals; flies, spiders, earwigs, and all the vermin that haunt the crannies of old brick-work, or embed themselves in the interstices of slates and tiles. In the country he has human enemies, and a good many of them; in the town his only enemy is the cat.

"There is, it is true, a tradition that some poor Polish and other political refugees from the wars, revolutions, and intrigues of Continental Europe, who inhabit the foreign settlements around Leicester square, are in the habit of setting traps and springs for the sparrows at the windows of their squalid attics, and eating them, in default sometimes of any other kind of food; but if this be the case, it is exceptional, and can make but slight inroad upon the security of almost the only small bird that lives in a state of nature and wild freedom in the metropolis. Among the Londoners the sparrow is rather a favorite than otherwise, and many a fair hand of child or woman in many a poor locality strews bread-crumbs on some humble balcony to attract the little dusky chirper to the window. The sparrows soon discover the places where such treats are provided, and learn to come regularly for their dinner or breakfast, if punctuality be one of the gifts of the donor."

South American Hacienda.

At one of these haciendas, called Vista Flores, we halted for several days. Imagine a tract of about 22,000 acres, fresh and green, in the midst of a desert, with long straight rows of Lombardy poplars, and groves of weeping willows, and the reader will have an idea of the estate. There are upon it about 800 cows, half as many oxen, 500 horses, and several thousand sheep. A new milch cow and calf are bought for $5, an ox for $10 or $15, and a horse that would bring $200 in the States sells for $25; $15 is the usual price for a good horse. Haciendas like Vista Flores are scattered all through the Western portion of the Argentine Republic to the rivers and fertile districts of the East. Cattle and horse raising is the principal occupation. Very little grain is raised. No more than a sufficiency for the wants of the section.

The owner of one of these estates, which can be bought for about eighty cents (gold) per acre, sends off across the plains to fertile pampas of the South, buys cattle for $1, and horses for $5 apiece, and puts one, two, or three thousand animals, according to his means, in his haciendas. These fatten while the haciendado eats and sleeps, and lounges in the shade, and after a few months he drives them over to Chili, through the mountain passes, and sells his oxen for $40 to $50 apiece, and his horses for $30 and upwards. If life and property were secure, every haciendado would soon become a millionaire, but revolutions are of monthly occurrence in these remote provinces, and the cattle-herder is despoiled alternately by friends and foes. With great risk a person may invest $10,000 in cattle in the Fall, graze them until spring, and sell out his stock for $100,000 in Chili; but the chances are that half his property may be "gobbled" by some revolutionary party, or be levied upon by a government that never pays.—*Travels in Chili.*

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES.............4·55 MOON SETS.............2·31
SUN SETS..............7·17 HIGH WATER............12·21

PHILADELPHIA BOARD OF TRADE.

JAMES T. YOUNG,
COATES WALTON, } MONTHLY COMMITTEE.
THOMAS POTTER,

MOVEMENTS OF OCEAN STEAMERS.

FOR AMERICA.			
Hecla	Liverpool	New York	July 14
Louisiana	Liverpool	New York	July 15
Caledonia	Glasgow	New York	July 17
C.of Washington	Liverpool	New York	July 18
Palmyra	Liverpool	New York	July 21
Hermann	Southampton	New York	July 21
Nebraska	Liverpool	New York	July 21
Erin	Liverpool	New York	July 22
C. of London	Liverpool	New York	July 22
Holsatia	Southampton	New York	July 24
Scotia	Liverpool	New York	July 25
Atalanta	London	New York	July 28
FOR EUROPE.			
Columbia	New York	Glasgow	Aug. 1
City of Paris	New York	Liverpool	Aug. 1
Pennsylvania	New York	Liverpool	Aug. 1
Allemannia	New York	Hamburg	Aug. 4
Colorado	New York	Liverpool	Aug. 5
Australasian	New York	Liverpool	Aug. 5
St. Laurent	New York	Havre	Aug. 8
Wm Penn	New York	London	Aug. 8
C. of London	New York	Liverpool	Aug. 8
C.ofWashington	New York	Liverpool	Aug 11
C. of Baltimore	New York	Liverpool	Aug 15
City of Boston	New York	Liverpool	Aug. 22
COASTWISE, DOMESTIC, ETC.			
Arizona	New York	Aspinwall	Aug. 1
San Francisco	New York	Vera Cruz	Aug. 1
Mariposa	New York	New Orleans	Aug 1
Dakota	New York	Aspinwall	Aug. 5
Pioneer	Philada	Wilmington	Aug. 6
Wyoming	Philada	Savannah	Aug. 8

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Br. brig Kate, McDougall, Maitland, N. S., C. C. Van Horn.
Schr G. R. Murney, Murney, Petersburg, Va., Kerr & Brothers.
St'r Beverly, Pierce, New York, W. P. Clyde & Co.
St'r Diamond State, Webb, Baltimore, A. Groves, Jr.
Tug Chesapeake, Mershon, for Baltimore, with a tow of barges, W. P. Clyde & Co.

ARRIVED YESTERDAY.

Br. barque Victoria, Nickerson, 10 days from Matanzas, with molasses to J. Baker & Co. The V. will be discharged at Chester.
Schr Sarah Gardner, Stacey, from City Point, with ship timber for St. George, Me. The S. G. sprung a leak when one day out, and put into the Breakwater, whence she was towed to this port for repairs by the tug America.
Schr Ada S. Allan, Owen, 10 days from St. John, N. B., with lumber to J. E. Bazley & Co.
Schr W. Loper, McClintock, 3 days from New York, with cedar and walnut logs to J. Kisenbrey & Co.
Schr Mahlon, Fooks, 4 days from Barren Creek, Md., with lumber to Collins & Co.
Schr Thos. G. Smith, Lake, from Boston.
Steamer D. Utley, Davis, 24 hours from New York, with mdse. to W. M. Baird & Co.

MEMORANDA.

Brig Frontier, Skinner, for Philadelphia, cleared at St. John, N. B., 29th inst.
Brig Angelia Brown 13 days from Cardenas, at New York yesterday.
Brig Maria Wheeler, Wheeler, hence, at Boston yesterday.
Brig J. W. Drisko, Eaton, hence, at Boston 29th inst.
Schrs E. & L. Cordery, Grace; S L Sherman, Penny; Mary A Tyler, Tyler; S. & E Corson, Corson; John H. Allen, Ketchum; J. H Bartlett, Harris; J. A. Parsons, Clark; A. V. Bergen, Thompson; Geo. H. Bent, Smith; J. B. Clayton, Clayton; F. Nowell, Fennimore; F. B. Wheeler, McLaughlin; Wm. W. Marcy, Champion; Samuel Gilman, Kelley; Ida A. Jayne, Aldrich; and S. B. Franklin, Muir, hence, at Boston 29th inst.
Schr Anna Barton, Frink, hence, at Holmes' Hole 29th inst.
Schrs Revenue, Gandy; J. G. Curtis, Atwood; and Decora, Clark, hence for Boston; Clara Davidson, Jeffrey, hence for Medford; and H. Prescott, Freeman, hence for Gloucester, at Holmes' Hole 28th inst.
Schr N. H. Skinner, Thrasher, hence at Providence 29th inst.
Schr R. A. Ford, Carpenter, hence, at St. John, N. B., 29th inst.
Schrs John Rowlett, Bradley; S. H. Trans, Applegarth; Bee Hern; and Merchant, Phillips, hence, at Richmond 28th inst.
Schr J. W. Rumsey, Cranmer, for Philadelphia, sailed from Savannah 25th inst.
Schr Jas. S. Shindler, Lee, for Philadelphia, sailed from Marblehead 24th inst.
Schr William D. Cargill, Kelley, for Philadelphia, cleared at Boston 29th inst.
Schrs Railroad, Ross, hence for Norwich, and A. Tirrell, Atwood, hence for Boston, at New York yesterday.
Schr Harriet and Sarah, Lawrence, from New Haven for Philadelphia, at New York yesterday.
Steamer Valley City, Morgan, hence, at Richmond 28th inst.

AMUSEMENTS.

HORTICULTURAL HALL.—ENGELKE'S Promenade Concerts every SATURDAY from 4 to 6 P. M. FISCHER'S Ice-cream served in the Foyer. Admission 25c.
Six tickets, $1; 40 tickets, $5. 7 24 1amw5t

FOX'S AMERICAN VARIETY THEATRE.—EVERY EVENING AND SATURDAY AFTERNOON.
GREAT COMBINATION TROUPE,
in Grand Ballets, Ethiopian Burlesques, Songs, Dances, Pantomimes, Gymnast Acts, etc

ENGINES, MACHINERY, ETC.

MERRICK & SONS'
SOUTHWARK FOUNDRY,
No. 430 WASHINGTON AVENUE, Philadelphia.

WILLIAM WRIGHT'S PATENT VARIABLE CUT OFF STEAM-ENGINE,
Regulated by the Governor.

MERRICK'S SAFETY HOISTING MACHINE,
Patented June, 1868.

DAVID JOY'S
PATENT VALVELESS STEAM HAMMER.

D. M. WESTON'S
PATENT SELF-CENTERING, SELF-BALANCING CENTRIFUGAL SUGAR-DRAINING MACHINE
AND
HYDRO EXTRACTOR,
For Cotton or Woollen manufacturers. [7 10mwf1y

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fine Tubular and Cylinder Boilers, of the best Pennsylvania charcoal iron. Forgings of all sizes and kinds, Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc. for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,
8 1§ BEACH and PALMER Streets.

J. VAUGHN MERRICK, WILLIAM H. MERRICK
JOHN E. COPE.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,
PHILADELPHIA.
MERRICK & SONS,
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service.
Boilers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either iron or brass.
Iron Frame Roofs for Gas Work, Workshops, and Railroad Stations, etc.
Retorts and Gas Machinery, of the latest and most improved construction.
Every description of Plantation Machinery, also Sugar, Saw, and Grist Mills, Vacuum Pans, Oil Steam Trains, Defecators, Filters, Pumping, Engines, etc.
Sole Agents for N. Billeux's Patent Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar-Draining Machines. 6 3

STOVES, RANGES, ETC.

NOTICE.—THE UNDERSIGNED would call attention of the public to his NEW GOLDEN EAGLE FURNACE.
This is an entirely new heater. It is so constructed as to at once commend itself to general favor, being a combination of wrought and cast iron. It is very simple in its construction, and is perfectly air-tight; self cleaning, having no pipes or drums to be taken out and cleaned. It is so arranged with upright flues as to produce a larger amount of heat from the same weight of coal than any furnace now in use. The hygrometric condition of the air as produced by my new arrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace that will produce a perfectly healthy atmosphere.

Those in want of a complete Heating Apparatus would do well to call and examine the Golden Eagle.
CHARLES WILLIAMS,
Nos. 1132 and 1134 MARKET Street,
Philadelphia.

A large assortment of Cooking Ranges, Fire-board Stoves, Low Down Grates, Ventilators, etc., always on hand.
N. B.—Jobbing of all kinds promptly done. 5 10§

THOMPSON'S LONDON KITCHENER, OR EUROPEAN RANGE, for Families, Hotels, or Public Institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot Air Furnaces, Portable Heaters, Low-down Grates, Fireboard Stoves, Bath Boilers, Stew-hole Plates, Boilers, Cooking Stoves, etc., wholesale and retail, by the manufacturers
SHARPE & THOMSON,
1 27 stu th 6m No. 209 N. SECOND Street.

FURNISHING GOODS, SHIRTS, &C

H. S. K. C.
Harris' Seamless Kid Gloves.
EVERY PAIR WARRANTED.
EXCLUSIVE AGENTS FOR GENTS' GLOVES.
J. W. SCOTT & CO.,
5 27§p NO. 814 CHESNUT STREET.

PATENT SHOULDER-SEAM SHIRT MANUFACTORY,
AND GENTLEMEN'S FURNISHING STORE.
PERFECT FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS GOODS in full variety.
WINCHESTER & CO.,
11 2 No. 706 CHESNUT Street.

LEGAL NOTICES.

ESTATE OF ELIZABETH B. BIRD, Deceased.
PHILADELPHIA, June 25, 1868.
Letters Testamentary upon the Estate of ELIZABETH B. BIRD having been granted to the undersigned, all persons having claims against said Estate are requested to present them, and those indebted to make payment without delay to
CHRISTIAN BIRD,
Nos. 605 and 607 ARCH Street,
6 26 f6t Philadelphia.

FIRE AND BURGLAR PROOF SAFES

ALUM AND DRY PLASTER AGAIN SUCCESSFUL.

BROOKLYN, May 15, 1868.

Messrs. Marvin & Co., New York—Gentlemen: Our Planing Mill, with FIFTY THOUSAND feet of lumber, was destroyed by fire last night, and we are happy to say your ALUM AND DRY PLASTER SAFE preserved our books, papers, and money, in excellent order.

We want another and larger one, and will call on you as soon as we have time.

Yours truly, SHEARMAN BROS.

This Safe was Red hot for several hours, and the cast-iron feet were actually melted.

It can be seen at our store, No. 265 BROADWAY.

A PERFECT SAFE.
MARVIN'S
CHROME IRON SPHERICAL
BURGLAR SAFE,
Will resist all burglars' implements for any length of time.
PLEASE SEND FOR DESCRIPTIVE CIRCULAR.
MARVIN & CO.,
PRINCIPAL } 721 CHESTNUT ST.,
WAREHOUSES, } (Masonic Hall), Phila.,
265 BROADWAY, NEW YORK,
108 BANK STREET, CLEVELAND, O.,
And for sale by our Agents in the principal cities throughout the United States. 5 26 tuths3m

C. L. MAISER,
MANUFACTURER OF
FIRE AND BURGLAR-PROOF SAFES,
LOCKSMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE,
5 5§ No. 434 RACE Street.

A LARGE ASSORTMENT OF FIRE and Burglar-proof SAFES on hand, with inside doors, Dwelling-house Safes, free from dampness. Prices low. C. HASSENFORDER,
65 No. 422 VINE Street.

INTERNAL REVENUE.

PRINCIPAL DEPOT
FOR THE SALE OF
UNITED STATES REVENUE STAMPS
No. 304 CHESNUT Street.
CENTRAL DEPOT
No. 103 South FIFTH Street
(One door below Chesnut street),
ESTABLISHED 1862.

Our stock comprises all the denominations printed by the Government.

ALL ORDERS FILLED AND FORWARDED BY MAIL OR EXPRESS IMMEDIATELY UPON RECEIPT, a matter of great importance.

Drafts on Philadelphia, Post Office Orders, Greenbacks, and National Bank Notes, received in payment. The following rates of commission are allowed

On $25..............................TWO PER CENT
From $20 to $100.....................FOUR PER CENT
From $100 upwards....FOUR AND A HALF PER CT
The Commission is payable in stamps.
All orders, etc., should be addressed to

STAMP AGENCY,
No. 304 CHESNUT Street,
PHILADELPHIA.

ORDERS RECEIVED FOR STAMPED CHECKS, DRAFTS, RECEIPTS, BILL HEADS, Etc., and the best rates of commission allowed.

We have constantly on hand
UNITED STATES POSTAGE STAMPS OF ALL KINDS, AND STAMPED ENVELOPES.

GEORGE PLOWMAN.
CARPENTER AND BUILDER,
REMOVED
To No. 134 DOCK Street,
PHILADELPHIA.

WOODLANDS CEMETERY COMPANY
The following Managers and Officers have been elected for the year 1868:—
ELI K. PRICE, President.

Wm. H. Moore,	Wm W. Keen,
Samuel S. Moon,	Ferdinand J. Dreer,
Gillies Dallett,	George L Buzby,
Edwin Greble,	B. A. Knight.

Secretary and Treasurer—JOS. B. TOWNSEND.
The Managers have passed a resolution requiring both Lotholders and Visitors to present tickets at the entrance for admission to the Cemetery. Tickets may be had at the Office of the Company, No. 813 ARCH Street, or of any of the Managers. 7 2§

INSURANCE COMPANIES.

FIRE INSURANCE.
LiverpooL and LondoN and GlobE InsurancE CompanY.
ASSETS
SEVENTEEN MILLIONS.
Short Term, Perpetual, Floating, and Rent Policies issued on favorable terms.
Office, No. 6 MERCHANTS' EXCHANGE.
ATWOOD SMITH.
6 15 6m GENERAL AGENT.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.

Office, Southeast corner THIRD and WALNUT Streets, Philadelphia.

MARINE INSURANCES
On Vessels, Cargo, and Freight, to all parts of the World.
INLAND INSURANCES
On Goods, by river, canal, lake, and land carriages to all parts of the Union.
FIRE INSURANCES
On merchandise generally.
On Stores, Dwelling Houses, etc.

ASSETS OF THE COMPANY
November 1, 1867.

$200,000	United States Five Per Cent. Loan 10-40s	$201,000·00
120,000	United States Five Per Cent. Loan, 1881	134,400·00
50,000	United States 7 3-10 Per Cent. Loan Treasury Notes	52,562·50
200,000	State of Pennsylvania Six Per Cent. Loan	210,070·00
125,000	City of Philadelphia Six Per Cent. Loan (exempt from tax)	125,625·00
50,000	State of New Jersey Six Per Cent Loan	51,000·00
20,000	Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	19,800·00
25,000	Pennsylvania Railroad, Second Mortgage Six Per Cent. Bonds	23,375·00
25,000	Western Pennsylvania Railroad Six Per Cent. Bonds (Pennsylvania Railroad guaranteed)	20,000·00
30,000	State of Tennessee Five Per Cent. Loans	18,000·00
7000	State of Tennessee Six Per Cent. Loan	4270·00
5,000	300 shares stock of Germantown Gas Company (principal and interest guaranteed by the city of Philadelphia)	15,000·00
7,500	150 Shares Stock of Pennsylvania Railroad Company	7,800·00
5,000	100 Shares Stock of North Pennsylvania Railroad Company	3,000·00
20,000	80 Shares Stock Philadelphia and Southern Mail Steamship Company	15,000·00
201,900	Loans on Bonds and Mortgage, first liens on City Property	201,900·00
$1,101,400 par.	Market value. Cost, $1089,679·20.	$1,102,802·50
	Real Estate	36,000·00
	Bills Receivable for Insurance made	219,135·67
	Balances due at Agencies—Premiums on Marine Policies—Accrued interest and other debts due the Company	43,384·35
	Stock and Scrip of sundry Insurance and other Companies $5076·00, estimated value	3,017·00
	Cash in Bank $103,017·10 Cash in Drawer 298·52	183,315·62
		$1,607,605·15

DIRECTORS.

Thomas C. Hand,	James C. Hand,
John C. Davis,	Samuel E. Stokes,
Edmund A. Souder,	James Traquair,
Joseph H. Seal,	William C. Ludwig,
Theophilus Paulding,	Jacob P. Jones,
Hugh Craig	James B. McFarland,
Edward Darlington	Joshua P. Eyre,
John R. Penrose,	John D. Taylor,
H. Jones Brooke,	Spencer McIlvaine,
Henry Sloan,	Henry C. Dallett, Jr.,
George G. Leiper,	George W. Bernardou,
William G. Boulton,	D. T. Morgan, Pittsburg.
Edward Lafourcade	J. B. Semple, "
Jacob Riegel,	A. B. Berger, "

THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary. 12 30

1829—CHARTER PERPETUAL.

Franklin Fire Insurance Co.
OF PHILADELPHIA.
OFFICE:
Nos. 435 and 437 CHESNUT STREET.
ASSETS ON JANUARY 1, 1868,
$2,603,740·09.

CAPITAL	$400,000·00
ACCRUED SURPLUS	1,018,893·89
PREMIUMS	1,184,846·20

UNSETTLED CLAIMS.	INCOME FOR 1868
$33,693·22	$350,000·00.

LOSSES PAID SINCE 1829 OVER
$5,500,000.
Perpetual and Temporary Policies on Liberal Terms.

DIRECTORS.

Charles N. Bancker,	George Fales,
Tobias Wagner,	Alfred Fitler,
Samuel Grant,	Francis W. Lewis, M. D.
George W. Richards,	Thomas Sparks,
Isaac Lea,	William S. Grant.

CHARLES N. BANCKER, President.
GEORGE FALES, Vice-President.
JAS. W. McALLISTER, Secretary pro tem.
Except at Lexington, Kentucky, this Company has no Agencies West of Pittsburg. 2 12§

INSURE AT HOME
IN THE
Penn Mutual Life Insurance COMPANY,
No. 921 CHESNUT St., Philadelphia.
ASSETS, $2,000,000.
CHARTERED BY OUR OWN STATE.
MANAGED BY OUR OWN CITIZENS.
LOSSES PROMPTLY PAID.
POLICIES ISSUED ON VARIOUS PLANS.
Applications may be made at the Home Office, and at the Agencies throughout the State. [2 18§

JAMES TRAQUAIR..........................PRESIDENT
SAMUEL E. STOKES.....................V.CE-PRESIDENT
JNO. W. HORNOR..........A. V. P. and ACTUARY
HORATIO S. STEPHENS..................SECRETARY

PROVIDENT LIFE AND TRUST COMPANY OF PHILADELPHIA,
No. 111 S. FOURTH Street,
INCORPORATED 3D MONTH, 22, 1865.
CAPITAL, $150,000 PAID IN.
Insurance on Lives, by Yearly Premiums; or on 5, 10, or 20 year Premiums, Non-forfeiture.
Annuities granted on favorable terms.
Term Policies, Children's Endowments.
This Company, while giving the insured the security of a paid-up Capital, will divide the entire profits of the Life business among the policy holders.
Moneys received at interest and paid on demand.
Authorized by the charter to execute Trusts, and to act as Executor or Administrator, Assignee, or Guardian, and in other fiduciary capacities, under appointment of any Court of this Commonwealth, or any person or persons, or bodies politic or corporate.

DIRECTORS.

SAMUEL R. SHIPLEY,	HENRY HAINES,
JOSHUA H. MORRIS,	T. WISTAR BROWN,
RICHARD WOOD,	W. C. LONGSTRETH,
RICHARD CADBURY,	WILLIAM HACKER,
	CHARLES F. COFFIN,

SAMUEL R. SHIPLEY, ROWLAND PARRY,
President. Actuary.
WILLIAM C. LONGSTRETH, Vice-President.
THOMAS WISTAR, M. D., J. B. TOWNSEND,
7 27 Medical Examiner. Legal Adviser.

PHŒNIX INSURANCE COMPANY OF PHILADELPHIA.
INCORPORATED 1804—CHARTER PERPETUAL.
No. 224 WALNUT Street, opposite the Exchange.
This Company insures from loss or damage by FIRE,
on liberal terms on buildings, merchandise, furniture etc., for limited periods, and permanently on buildings by deposit of premiums.
The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid.

DIRECTORS.

John L. Hodge,	David Lewis,
M. B. Mahony,	Benjamin Etting,
John T. Lewis,	Thomas H. Powers,
William S. Grant,	A. R. McHenry,
Robert W. Leaming,	Edmund Castillon,
D. Clark Wharton,	Samuel Wilcox,
Lawrence Lewis, Jr.	Lewis C. Norris.

JOHN R. WUCHERER, President.
SAMUEL WILCOX, Secretary. 5 23§

INSURANCE COMPANIES.

TILLINGHAST & HILT'S
INSURANCE ROOMS,
JOS. TILLINGHAST. DAVID B. HILT.
No. 409 WALNUT St.
AGENTS AND ATTORNEYS FOR
Home Fire Insurance Company,
NEW HAVEN, CONN.
Springfield Fire and Marine Ins. Co.,
SPRINGFIELD, MASS.
Yonkers and New York Insurance Co.,
NEW YORK
Peoples' Fire Insurance Company,
WORCESTER, MASS.
Atlantic Fire and Marine Insurance Co.,
PROVIDENCE, R. I.
Guardian Fire Insurance Company,
NEW YORK
Lumberman's Fire Insurance Co.,
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This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

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"SEELEY'S HARD RUBBER TRUSS," No. 1347 CHESNUT Street. This Truss correctly applied will cure and retain with ease the most difficult rupture; always clean, light, easy, safe, and comfortable, used in bathing, fitted to form, never rusts, breaks, soils, becomes limber, or moves from place. No strapping. Hard Rubber Abdominal Supporter, by which the Mothers, Corpulent, and Ladies suffering with Female weakness, will find relief and perfect support; very light, neat, and effectual. Pile Instruments Shoulder Braces, Elastic Stockings for weak limbs, Suspensions, etc. Also, large stock best Leather Trusses, half usual price. Lady in attendance. 1 20§wfm

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TO FAMILIES RESIDING IN THE RURAL DISTRICTS.

We are prepared, as heretofore, to supply families at their country residences with every description of
FINE GROCERIES, TEAS, ETC.,
ALBERT C. ROBERTS,
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Evening Telegraph

PUBLISHED EVERY AFTERNOON

(SUNDAYS EXCEPTED),

AT THE EVENING TELEGRAPH BUILDING,

NO. 108 S. THIRD STREET.

Price, Three Cents per Copy (Double Sheet), or Eighteen Cents per Week, payable to the Carrier, and Mailed to Subscribers out of the city at Nine Dollars per Annum. One Dollar and Fifty Cents for Two Months, invariably in advance for the period ordered.

FRIDAY, JULY 31, 1868.

Wade Hampton's Plank in the Democratic Platform.

The most significant and important plank in the Democratic platform is the sentence which says:—"And we declare that the reconstruction acts of Congress are unconstitutional, revolutionary, and void." This declaration is in strict accordance with General Blair's letter, for the Democratic candidate for Vice-President only proposed to carry out the doctrines it enunciates to their logical results. It could be no great offense in a President to disregard or destroy governments which were in verity "unconstitutional, revolutionary, and void," and that is precisely the course Blair prescribed for a Democratic Executive. At a recent Rebel meeting in Charleston, Wade Hampton announced that he was the author of the declaration we have quoted. He had proposed it as one of the Committee on Resolutions of the Democratic National Convention, and he boastingly says "*that was my plank in the platform*," adding that "every member of the committee came forward and pledged themselves to carry it out to the end." The country knows by past experience that, however ready the Democratic leaders are to violate any declaration inserted in their platforms to conciliate Northern sentiment, the Southern Democracy invariably insist that the last letter of any pledge made to them shall be fulfilled, and in all differences of opinion between the two wings of the party the Northerners are invariably driven to the wall by the bluster of their Southern allies and the cowardice of the politicians who are trained in the old school of "Northern men with Southern principles." If, therefore, Horatio Seymour should by any possibility be elected President he would be morally bound to treat the existing Southern governments as "void." Wade Hampton and his associates would demand at all hazards the fulfilment of his pledge, and, if Seymour hesitated, past history indicates that there would be no scarcity of Rebel fanatics ready to imitate the example of Booth for the benefit of Blair.

A Glance at European Affairs.

In Great Britain the irrepressible Disraeli still holds power by a fragile thread, but it seems to be conceded that no matter how often he may be outvoted in the present House of Commons he shall act as Premier until a new Parliament shall be chosen at the coming election. The Whigs anticipate an overwhelming victory with the utmost confidence, but the Tories are not wholly without hope that their course in finally adopting a Reform bill more liberal than the Whigs had dared to advocate may secure to them a fair share of the new voters. The apportionment of political power in Great Britain is so peculiar and unjust that, according to American ideas it is at best a hideous monstrosity, and in all the modern tinkering of the British Constitution no party has dared to advocate a system approaching in equity and justice that which prevails in the United States. Although the property qualification has been reduced, and the number of voters has thus been greatly increased, no serious attempt has been made to create a ratio defining the number of persons who shall be entitled to elect a member of Parliament. Arbitrary and antiquated customs are still maintained, by which a few hundred voters in one place gain as much power in Parliament as thousands of voters in another portion of the United Kingdom. Still, the general principle of extending the right of suffrage has been broadly recognized, and something has been done to destroy the most notorious inequalities which prevailed under the old rotten borough system. Disraeli's chief hope of success in the coming elections appears to be based on the cry of "stand by Church and State," or "No Popery," which he has raised. The Whigs having outvoted him on their proposition to reform the Irish Church Establishment, he appeals to all who are identified in feeling and interest with the Established Church, as well as all dissenters who are especially hostile to the Catholics, to stand by the Tory party as the only true bulwark against Catholic domination in Ireland, and the only true champions of Protestantism in England. It is somewhat singular that in the last half of the nineteenth century an old religious quarrel should assume so much political significance, and the result of the elections will afford a very fair indication of the extent to which the politics of Great Britain can be controlled by the religious sentiments of her citizens. No party in England now appears anxious to make a display of ill-feeling to this country. Her politicians having realized that they were duped by the agents of the Confederacy, and that their expectations of the success of secession were foolish, are ready enough to atone for their mistake by professions of friendship for the triumphant Union. It remains to be seen, however, how far these professions will prove sincere. The Alabama claims remain unadjusted, and in the anxiety displayed in Parliament to promote the welfare of the New Dominion, and to retain with an unyielding grasp all the British American possessions, there are strong evidences of the ancient desire to build up on our Northern border an antagonistic power.

In France the magnitude of the debt and the constantly recurring deficits are attracting serious attention. If the United States have a large debt, they have proved that their resources are sufficient to reduce it, but Louis Napoleon has not only increased the national debt to a sum exceeding $2,500,000,000, but he insists on contracting new loans every year and never obtains sufficient current revenue to meet current expenditures. The French people are growing restive under these continual exactions, and are devoting an unusual amount of attention to financial questions. The terrible revolution of the last century was accelerated, if not caused, by the financial deficits which rendered it necessary for the ill-fated king to convene a Parliament to devise new modes of raising revenue, and a few more extravagances of the present Emperor may defeat forever the great object of his life, which is to permanently establish a Napoleonic dynasty.

Spain is deeply agitated by the intrigues against the last of the ruling Bourbons, Queen Isabella, whose profligacy is notorious, and who has recently been engaged in crushing alleged conspiracies in the most relentless and tyrannical manner. Many of the most exalted dignitaries of the realm have been banished for favoring rival claimants to the throne, and it is said that a strong Republican party has been organized to seize the reins of power whenever a propitious moment arrives. The indications are that this last of the Bourbons must soon share the fate which has overtaken the other members of her family, but we have no faith in the permanent establishment of a Republican government in Spain during the present century.

The Minor Powers of Europe.

Of the smaller forces of Europe, Italy, the most important, has already proclaimed her intention of maintaining strict neutrality in the event of war breaking out between France and Prussia, and this is perhaps a surer indication than any other of the approaching conflict. We cannot, however, help thinking that the ostentation with which she has done so is a proof of some latent hostility to Louis Napoleon, and that she will seize on any opportunity presented by a general breach of the peace for obtaining that possession of Rome of which he has lately done so much to deprive her. Should Prussia maintain her position in any struggle with Louis Napoleon, the Italians, in fact, are most likely to be found fighting on her side, for they are at present chafing at the humiliating subjection in which he has long held their country, and panting for the acquisition of that capital which was so long the seat of their past glory, and which they look forward to as that of their future renown.

As for the poor old Pope himself, his days appear to be drawing to an end, and with them the existence of the throne of St. Peter. It has, to be sure, seen the nativity of all the monarchies of Europe, but we cannot, with Macaulay, believe that it will survive their fall. Its destruction will probably be simultaneous, for at the next revolution in Europe—and revolution is almost certain there on the death of Louis Napoleon, or any calamity befalling him—its temporal power will assuredly be overthrown by the Italian republicans. Its spiritual dominion, however, may be thus only the more firmly fixed in the breasts of men; though Catholicism at Malta, Jerusalem, in America, or wherever the Holy Father may choose to fix himself, will be a very different thing from what it is now in Rome.

The attempts making on Spain by the Duke of Montpensier we cannot help considering as infamous. Notwithstanding all that has been said against her, the late Queen of Greece, and the deceased Queen of Naples, we think it is questionable whether the conduct of Isabella has been a whit more objectionable than that of Eugenie, or even of the Queen of England herself; and it must be remembered, in her extenuation, that she was notoriously provided with a husband by Louis Philippe, this Duke of Montpensier's father, who was supposed to be incapable of securing heirs to the throne. The children which she has since had, however, are now as legitimate as those of Victoria herself; and how desirable soever it may be to see republican institutions ultimately established in Spain, we should be sorry to see the present sovereign set aside by the corrupt and corrupting influence attendant on a renewal of the base policy of Louis Philippe.

The American republic alone maintains its ascendancy amidst these quivering and tottering powers; and though momentarily shaken by the recent Rebellion, its foundations alone are firmly fixed. Like Washington, it may have its imitators, but it can never have its equals; inasmuch as, like that immortal founder of our national greatness, it was the first to exhibit disinterestedness and equity in the government of man. We had once hopes of seeing a similar system established in Australia, and posterity may one day witness the United States of Europe; but the United States of America seemingly will long remain the brightest republic that ever glittered in the sun.

The California Grain Market.

The San Francisco *Market Review*, of July 14, says:—

"The new crop is coming in very sparingly, the season more than usually backward, and judging from interior advices no considerable quantity will be available for shipment until next month, when we hope to be in receipt of supplies, sufficient, we trust, to give despatch to a dozen ships at least, during August. The samples of new wheat thus far marketed are chiefly volunteer grain; yet the berry is plump and full, leading us to conclude that the crop will, in the main, be of better quality than the average of past seasons, and considerably greater in volume, as the result of the largely increased breadth of land placed under cultivation.

"The recent little 'spirt' in the market for new wheat is owing entirely to the unexpected demand from Australia which will probably result in despatching a score or two of vessels loaded with breadstuffs to the colonies. The fleet since April 1, together with that portion yet to go forward, will approximate a total of 25,000 tons. Of these there are on the berth at this date about a dozen craft, of a tonnage capacity of 5000 tons. Sixteen vessels have already sailed during the past three months, carrying chiefly flour, say 10 000 tons. The impression is general that the Australian demand will soon be filled, and that we are in the future to look chiefly to the United Kingdom, and perhaps to France, for a market for our breadstuff surplus. Be this as it may, our farmers will do well to consider the importance of giving employment to the idle tonnage now here and on the way to this port. Without their friendly aid we are helpless. Concessions on both sides are requisite. The farmer must recede something from his price, and the shipowner slack off a little from his terms; and then we hope to be able to come within limits, and thus execute foreign orders for our wheat with a liberal hand, leaving a good silver lining in the hands of all parties in interest."

VOLCANIC.

The Flow of Mud at Kapapala, Hawaii.

A sudden and remarkable outburst of a stream of mud was one of the most wonderful among the phenomena accompanying the recent volcanic eruptions at the Sandwich Islands. The following letter in the Honolulu *Advertiser*, gives some further information concerning it:—

Hilo, Friday, May 8.—Mr. Editor:—We left Hilo on Monday, the 27th of April, in a cold, penetrating rain storm, which continued during nearly the whole of our absence. On Tuesday we reached Kapapala, where, after resting a few minutes at Mr. Richardson's, we rode on to the flow, a distance of about one and a quarter miles. Continued rains had kept the mud in a soft and "sticky" condition, so that it was not possible to cross on horseback, or even on foot. Crossing two new streams of water, of considerable size, running down outside of the flow, we followed the mud banks down to their termini, and struck the road again on their farther side about two and a half miles from Mr. Lyman's house. Here we were fortunate enough to find a native, who, all undismayed, was busily engaged in the manufacture of poi, and who acted as host, guide and oracle. Early on Wednesday morning we began the ascent of the bluff, and after a hard pull of perhaps an hour reached the summit, where we enjoyed a bird's eye view of the whole scene. We judged the whole flow (that is the main flow) to be two and a half miles in length, and half a mile in breadth at the summit. Two streams of thick dirty water ran down through the mud to the foot of the hill, where they united, and, following the flow to its terminus, continued on down towards the sea. The natives say the water actually reaches the ocean. Besides this stream there were the two previously mentioned. They all are affected by the rains, and will probably cease to run after the rainy season is over.

The flow is composed, as you know already, of a red mud, somewhat tenacious, and still quite soft in many places. Huge rocks, trees, fences, etc., are intermingled as if the top of the hill had been blasted off in a great mass. And this seems to be the idea now generally received. Undoubtedly the fire beneath came in contact with some vast body of water, and the rapid generation of steam produced a mighty boiler-like explosion. Our native, who was present at the time of the eruption, assured us that the flow "ran down like water," and that it was not caused, as some have supposed, by the cracking open of the ground, and the throwing up of the earth over the whole distance instantaneously. There was every appearance of a genuine flow, especially along the edges, where we noticed a smooth, rounded pahochoe-like curve very frequently. Near the centre of the stream a little island is left, upon which stands a house.

The actual depth of the mud it was difficult to determine. It ranges perhaps from five to thirty feet. Thirty-one natives were buried alive on that eventful Thursday, the 2d of April, and about one thousand head of cattle, belonging to Messrs. Read & Richardson. The stream runs by compass E. S. E.

As there was said to be no fire in the crater, we did not go down. The central portion of the pit has sunk to a depth of perhaps 300 feet below its ordinary level, and from the banks on the Kau side vast masses of rock have been dislodged by the severe earthquakes. Yours, very truly.

AMUSEMENT NOTES.

Walnut Street Theatre.—On Monday evening, August 3, this theatre will open for the fall season with Mr. McDonough's spectacular drama, entitled the *Black Crook*. The great Parisienne Ballet Troupe, embracing the names of Moriacchi, Leah, and Diani as premieres, and Recci Barretta and Albertini as soloists, will appear. The whole will be placed on the stage with new scenery and properties. The box sheet will be opened to-morrow.

Fox's American Theatre.—The "French Can-Can" is still crowding this house. It will be produced at the matinee to-morrow. Mr. William Carleton appears as "Barney the Baron."

—An official note published in the *Moniteur* states that the cattle disease has completely disappeared from Western Europe, and is dying out in the districts of Central Germany most liable to it. The Minister of Agriculture has therefore re-established complete liberty for the cattle trade on the French frontiers, and in all the ports.

SEA-SIDE AMUSEMENTS.

UNITED STATES HOTEL,

ATLANTIC CITY, NEW JERSEY.

GRAND PYROTECHNIC DISPLAY

BY PROFESSOR JACKSON,

AND INVITATION HOP,

BY HASSLER'S ORCHESTRA, [1t

ON SATURDAY EVENING, AUGUST 1.

SUMMER RESORTS.

LORETTO SPRINGS, ON THE ALLEGHENY MOUNTAINS, NEAR CRESSON, PA.

The public are informed that the LORETTO SPRINGS, NOW OPEN under the supervision of JOHN McINTOSH, will RECEIVE BOARDERS for the balance of the season for Twelve Dollars per week.

Mr. F. A. GIBBONS, the owner of the Hotel, assures his friends and the public that he will use every effort to make them comfortable.

Visitors will leave by 11 P. M. train, arriving at Kaylor's Station, near Cresson, at 9 o'clock A. M., the following morning.

Commutation Tickets will be issued by the Pennsylvania Railroad during the season.

JOHN McINTOSH, Proprietor.

7 31 12t*

HATS AND CAPS.

JONES, TEMPLE & CO., FASHIONABLE HATTERS, No. 25 S. NINTH Street, First door above Chesnut street. 4 9§

WARBURTON'S IMPROVED VENTILATED, and easy-fitting Dress Hats (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office. 11 19 §5p

$15,000, $10,000, AND $4000 TO INvest upon Mortgage. Apply to A. FITLER, No. 51 N. SIXTH Street. 7 31 3t*

RODGERS' AND WOSTENHOLM'S POCKET KNIVES, Pearl and Stag Handles, of beautiful finish. RODGERS' and WADE & BUTCHER'S RAZORS, and the celebrated LECOULTRE RAZOR SCISSORS of the finest quality. Razors, Knives, Scissors, and Table Cutlery Ground and Polished, at P. MADEIRA'S, No. 115 S. TENTH Street, below Chesnut.

OLD RYE WHISKIES.

TRADE CIRCULAR

OF

HENRY S. HANNIS & CO.

Philadelphia, July 25, 1868.

We take pleasure in referring our customers and the trade generally to our Circular of April 6. Since early in May, the trade have passed through a most trying period. Whenever the question of taxation of Spirits has been introduced into Congress, the minds of all interested in the article have more or less been unsettled. At all times there has existed a vague idea that Congress might, perhaps, pass some measure prejudicial to the interests of the trade. Among the most unfounded and unreasonable of the doubts and fears prevailing, was the apprehension that, should Congress reduce the tax, those having whisky on hand, *in bond*, would be compelled to pay the rate at which they were bonded, viz., $2 per gallon. This notion, by the completion of Congressional legislation, has now, of course, been entirely dispelled. The apprehension, however, that Congress might compel payment on tax on that now held in bond within a short period, had better foundation. The Committee of Ways and Means' recommendation of one hundred days as a limit for the withdrawal of such spirits in bond, caused strenuous exertions to be made by the trade to have the time extended. The result was an agreement by both Houses to make the time nine months. Hence, this greatest of all sources of anxiety has happily been removed.

While, therefore, under the circumstances, there were many reasons for depression, yet it is worthy of remark, that such is the soundness of the trade that the market for Rye Whiskies, *in bond*, showed no symptoms of a decline. While buyers naturally held aloof from *increasing* their engagements, they awaited the action of Congress, not so much with a view of escaping loss as they did from the apprehension that their operations would not result in the usual extraordinary profits they have all along been so accustomed to realize. The agitation of the question at issue also coming, fortunately, at a time when stock of good quality is receiving a daily improvement in the value from the summer's heat, and, consequently, when investors are indifferent as to sales, rendered, of course, holders more confident as to the future than they otherwise might have been. Coupled with these reasons was the all-important fact that the reduction of tax necessarily would largely increase the consumption of *Fine* Whiskies. The general opinion of the trade conversant with the subject, freely and confidently expressed, was that should a reduction in the tax be made to about fifty cents per gallon, with no oppressive measures appertaining to such reduction, that such would be the demand for Whiskies of good character IN BOND that they must heavily advance in price.

Now that the bill passed by Congress has become a law, we hear, already, nothing but the most cheerful prognostications as to the future of the trade. Under the new law, the combined license, special and direct taxes on the Distiller will amount to about 65c. per gallon. Holders of Whisky *now in bond* have to pay 60c. when withdrawn *from bonded warehouse*. Under the present favorable aspect, therefore, we have to add our voice to the rest of the trade, that the prosperity heretofore attending operations *in bonded* Whiskies cannot fail to continue.

It, of course, is extremely difficult, at this early stage, to predict, with any degree of certainty, to what extent the market for Fine Rye Whiskies *in bond* will advance. Much depends upon how much the consumers of inferior Whiskies, lately so much used, will turn to those of better qualities, now that the better qualities will be so much cheaper than heretofore. We have been of the opinion for some time that a reduction of tax to 50c. or 60c. per gallon would, in all likelihood, add at least a third to the consumption of the finer grades of Whiskies. If we are correct, or even nearly correct, in this belief, it must be evident to all that such an enormous *extra* demand for Fine Whiskies must result in another extraordinary advance in the prices of Whiskies *in bond*, particularly in those of two and three summers, of fine quality.

While, therefore, we may confidently expect to see an immediate advance of from 25c. to 75c. per gallon, according to quality and age, the natural improvement, by the time the present stock in bond has passed through the summer, will be equal to an advance of as much more. The trade cannot forget the scramble they had during the winter and spring to provide themselves with stock in advance of the summer's heat, and now that the summer is here, holders with a favorable future in store for them, will be tenacious to the last in holding their stock to receive the whole summer's heat.

It will be perceived by reference to our annexed Price List, that we have materially reduced the price of our grades. It would have given us much pleasure to have been able to make a reduction commensurate with the reduction in the tax. As it has long been well known, however, to the trade, that owing to the vast quantity of spirits distilled without payment of the tax, that all holders of tax-paid Rye Whiskies would otherwise have been obtaining for months past for their graded Whiskies from 50c. to $1 per gallon more than was obtained, it is apparent that our reduction of 50c. to 85c. is as much as could be expected. The pressure on the market of the contraband article, at a continually declining price, was so great that buyers held aloof in part from paying prices for graded Whiskies, such as we would long ago have been justified in asking. Now, however, that legitimate traders have once more a chance to do business, prices must assume their natural state. Indeed, they are fast doing so, and in this connection, and as a proof of this, from the workings of the new law, we now witness the extraordinary spectacle of Common Corn Whisky selling free in the market at 25c. to 30c. per gallon higher than the same article did two weeks ago under the $2 tax.

While we have thus reduced prices, we deem it our duty to apprise our customers that, should the present high prices of *bonded* Fine Whiskies of age continue advancing, which, as above stated, they are likely to do, we shall be compelled to advance our present prices considerably, especially those of the higher grades. Indeed, had it not been for our enterprise during the last few years in gathering up all good lots of *very old* Pure Rye Whiskies offering on the market at reasonable rates, we would now be compelled to ask our customers such prices for our Whiskies of highest grades as would almost preclude our offering them at all.

HENRY S. HANNIS & CO.,

218 and 220 S. Front Street, Philadelphia.

99 Pearl Street, New York.

72 and 74 Broad, and 1 Custom House Sts., Boston.

Distillery and Flour Mills, Martinsburg, W. Va.

SPECIAL NOTICES.

WRIGHT'S ALCONATED GLYCERIN Tablet of Solidified Glycerin tends to preserve the skin from dryness and wrinkles, imparts a wonderful degree of softness and delicacy to the complexion, and whiteness to the skin; is an excellent dentifrice, grateful to the taste and tonic to the mouth and gums; imparts sweetness to the breath, and renders the teeth beautifully white. For sale by all druggists. R. & G. A. WRIGHT, No. 624 CHESNUT Street. 2 4§

PARDEE SCIENTIFIC COURSE

IN

LAFAYETTE COLLEGE.

The next term commences on THURSDAY, September 10. Candidates for admission may be examined the day before (September 9), or on Tuesday, July 28, the day before the Annual Commencement.

For circulars apply to President CATTELL, or to Professor R. B. YOUNGMAN, Clerk of the Faculty.

Easton, Pa., July, 1868. 7 14tf

NOTICE.—UNITED STATES INTERNAL REVENUE, Second District of Pennsylvania, comprising the First, Seventh, Eighth, Ninth, Tenth and Twenty-sixth Wards of the City of Philadelphia. The annual assessments for the above-named districts against persons liable to tax on income for the year 1867, for special tax and tax on carriages, billiard-tables, watches, silver and gold plate, etc., for the year ending 30th of April, 1869, having been completed,

NOTICE IS HEREBY GIVEN

that said duties or taxes have become due and are now payable and that the undersigned and his deputies will attend at his office, No. 239 DOCK Street, daily (Sundays excepted), between the hours of 9 A. M. and 3 P. M., until and including the 29th day of AUGUST, 1868, for the purpose of receiving the same.

All such taxes remaining unpaid after said 29th day of August, 1868, will be subject to the penalty and charges imposed by law, which will be rigidly enforced.

No private or special notice will be given.

7 24 fmw10t JOHN H. DIEHL, Collector.

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 227 S. FOURTH Street. Philadelphia, May 27, 1868.

NOTICE—To the holders of bonds of the PHILADELPHIA AND READING RAILROAD COMPANY due April 1, 1870.

The Company offer to exchange any of these bonds, of $1000 each, at any time before the (1st) first day of October next at par for a new mortgage bond of equal amount bearing seven per cent. interest, clear of United States and State taxes, having twenty-five years to run.

The bonds not surrendered on or before the 1st of October next will be paid at maturity, in accordance with their tenor. S. BRADFORD, Treasurer.

5 28t01

PHILADELPHIA AND READING RAILROAD COMPANY. Philadelphia, June 25, 1868.

DIVIDEND NOTICE.

The Transfer Books of this Company will be closed on TUESDAY, June 30, and be reopened on THURSDAY, July 16, 1868.

A dividend of FIVE PER CENT. has been declared on the Preferred and Common Stock, clear of national and State taxes; payable on Common Stock on and after JULY 15 to the holders thereof, as they shall stand registered on the books of the Company on the 30th instant. All payable at this office.

6 26 2m S. BRADFORD, Treasurer.

THE DELAWARE AND RARITAN CANAL, AND THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANIES.

A dividend of (5) FIVE PER CENT. on the capital stock of the above Companies, clear of United States tax, will be payable on and after August 1st, 1868, at No. 111 LIBERTY Street, New York, or No. 216 South DELAWARE Avenue, Philadelphia, to the Stockholders of July 15, 1868.

RICHARD STOCKTON, Treasurer.

Princeton, July 20, 1868. 7 21 12t

WEST JERSEY RAILROAD COMPANY.

Treasurer's Office, Camden, N. J., July 23, 1868.

The Board of Directors have this day declared a semi-annual dividend of FOUR PER CENT. on the capital stock of the Company, clear of United States tax, payable on and after AUGUST 3, 1868, to the stockholders of this date, at the office of the Company in Camden.

The Stock Transfer Books will be closed from the date hereof until TUESDAY, August 4 1868.

GEORGE J. ROBBINS, Treasurer.

7 24 8t

OFFICE OF THE PHILADELPHIA AND TRENTON RAILROAD COMPANY, No. 224 S. DELAWARE Avenue.

Philadelphia, July 22, 1868.

DIVIDEND NOTICE.

The Directors have this day declared a Semi-Annual Dividend of FIVE PER CENT. upon the Capital Stock, clear of taxes; out of the profits of the last six months, payable on and after August 1st proximo to which time the Transfer Books will remain closed.

7 22 16t J. PARKER NORRIS, Treasurer.

CAMDEN AND PHILADELPHIA STEAMBOAT FERRY COMPANY.

Camden, N. J., July 24, 1868.

The Board of Directors have this day declared a Semi-annual Dividend of FOUR PER CENT. on the capital stock of the Company, clear of United States tax, payable on and after the 1st of August, at the Office of the Company, in Camden.

7 23 4t* W. H. GATZMER, Treasurer.

HOLLOWAY'S ESSENCE OF JAMAICA GINGER produces a glow and exhilaration equal to fine wine or brandy, but without their intoxicating effect. It does not irritate the stomach like the others, that contain Cayenne pepper, but its effects are diffused through the whole system, equalizing the circulation. It is thus that it cures Chills, Colic, Cholera-morbus, Diarrhoea, Dysentery, etc. Holloway's is the only pure Essence of Jamaica Ginger in the market and is double the strength of all others sold. Fifty cents per bottle.

JOHNSTON, HOLLOWAY & COWDEN, No. 602 ARCH Street.

7 25

RARE MANUFACTURES IN FINE Confections, for Tourists and for the Sea-side.

STEPHEN F. WHITMAN, No. 1210 MARKET Street.

5tmsp

SPECIAL NOTICES.

BOTTLED BLISS.—THE BACCHANALIAN, smacking his lips over champagne, may pronounce it delicious; but ask the lady of pure taste what is the most enchanting liquid ever enshrined in glass, and she will recall the exquisite odor of Phalon's new perfume, "FLOR DE MAYO," and tell you it is bottled ecstasy. Sold by all druggists.

BATCHELOR'S HAIR DYE.—THIS splendid Hair Dye is the best in the world; the only true and perfect Dye; harmless, reliable, instantaneous; no disappointment; no ridiculous tints; remedies the ill effects of bad dyes; invigorates and leaves the Hair soft and beautiful, *black or brown*. Sold by all Druggists and Perfumers; and properly applied at Batchelor's Wig Factory, No. 16 BOND Street, New York. 4 27 mwf

EXCURSIONS.

A SPECIAL EXCURSION TRAIN FOR THE PHILADELPHIA FIRE DEPARTMENT AND ITS FRIENDS, TO AND FROM CAPE MAY. WEDNESDAY AUGUST 5.

Tickets $2. Children half-price. Grand Hop in the afternoon.

THE PRIZE HORNS AND BADGE can be seen at Pitcher's No. 808 Chesnut street. The last boat leaves MARKET STREET WHARF at 6 A. M.

Tickets can be procured of the officers of all the Fire Companies and at Market Street Ferry on the morning of the Excursion. 7 31 4trp

CLOTHING.

THE GREAT BIG TENNESSEE SNAKE!

Some horribly big accounts we see,
Of a monstrous snake in Tennessee.

Fifty feet and some inches long,
A foot or two thick and awfully strong.

This monstrous snake had terrible eyes,
Of rather alarming style and size.

The neighbors followed him, till they found
The place where he lived—a hole in the ground.

They built at the hole a sort of a cage,
To trap the beast in his furious rage.

But the gay old snake just laughed in his sleeve;
While they waited, he quietly took his leave

He kept them standing there all that day,
And slyly slipped out another way.

And we close our ears to tales like those,
To hear about ROCKHILL & WILSON'S clothes.

Cool and thin, for the month of July,
You'd better come, hurry along, and buy.

Never in your life had you such splendid opportunities for getting the most ELEGANT SUMMER CLOTHING at the most ridiculously low prices.

Let the people of Tennessee run after their great snake if they choose, and wear their clothes out in trying to catch him.

But we will keep cool in the new, cheap, and beautifully fitting garments which we buy at

ROCKHILL & WILSON'S

GREAT BROWN STONE CLOTHING HALL,

Nos. 603 and 605 CHESNUT STREET

4 11 4p PHILADELPHIA.

FRANK GRANELLO.

TAILOR,

No. 921 CHESNUT STREET,

(PENN MUTUAL BUILDINGS),

HAVING SECURED THE SERVICES OF THE FOLLOWING EMINENT ARTISTS,

JOSEPH TACKEY, on Coats,

ERNEST L. MUELLER, on Pants and Vests,

ENTIRE SATISFACTION AS TO STYLE AND FIT IS FULLY GUARANTEED.

SUITS MADE TO ORDER IN TWENTY-FOUR HOURS' NOTICE. 6 18 3m

THE AMERICAN

HOT-CAST PORCELAIN CO.

Having by special subscription disposed of

2000 Shares of its Reserve Capital Stock,

Thereby securing to its Treasury

TWO HUNDRED THOUSAND DOLLARS,

Now offers to the Public,

AT PAR ($100 PER SHARE),

One Thousand Shares of the Reserve Stock

STILL IN THE TREASURY.

To those looking for investments, this stock presents special inducements. The business of the Company is now well-established, and the monopoly is complete. The Company owns PATENT RIGHTS, which secure every application of the material throughout the United States. In addition, it possesses the exclusive control of the mineral CRYOLITE in North and South America for the purpose of manufacturing HOT-CAST PORCELAIN, that mineral being the essential ingredient in its production. It now owns 2500 TONS OF CRYOLITE, which will produce 9000 tons of manufactured articles, the increase being made up mainly by quartz, the most abundant mineral on the earth, and consequently obtained at a price very little exceeding the cost of quarrying and transportation. The Company has the privilege of 2500 tons of Cryolite yearly.

Parties desiring full information regarding the Company, or wishing to make CONTRACTS for its products, are invited to call at the Office,

No. 15 South Seventh Street,

PHILADELPHIA.

All communications by mail will receive prompt attention.

By order of the Board,

W. R. PHELPS, TREASURER.

7 27 mwf3t4p

JOHN D. WEAVER. J. SELLERS PENNOCK.

WEAVER & PENNOCK, PLUMBERS, GAS AND STEAM FITTERS, No. 37 NORTH SEVENTH STREET, Philadelphia.

Country Seats fitted up with Gas and Water, in first-class style. An assortment of Brass and Iron Lift and Force Pumps constantly on hand

LEAD BURNING AND CHEMICAL PLUMBING.

N. B.—Water Wheels supplied to the trade and others at reasonable prices. 7 31 1m

PHILADELPHIA AND TRENTON Steamboat Line.—The steamboat EDWIN FORREST leaves ARCH Street Wharf, for Trenton, stopping at Tacony, Torresdale, Beverly, Burlington, Bristol, Florence Robbins' Wharf, and White Hill.

Leaves Arch Street Wharf	Leaves South Trenton.
Saturday, Aug. 1, 10 A.M	Saturday, Aug. 1, 2 P.M

Sunday, August 2, to Burlington, Bristol, and intermediate landings, leaves Arch street wharf at 8 A. M. and 2 P. M.; leaves Bristol at 10½ A. M. and 4½ P. M.

Monday, Aug.	3, 12	M.		Monday, Aug.	3, 4	P.M
Tuesday,	"	4, 12	M.	Tuesday,	"	4, 4	P.M
Wed'day,	"	5, 1	P.M	Wed'day,	"	5, 5	P.M
Thursday,	"	6, 1½	P.M	Thursday,	"	6, 5½	P.M
Friday,	"	7, 2½	P.M	Friday,	"	7, 6½	P.M

Fare to Trenton, 40 cents each way; intermediate places, 25 cents. 4 11

FOR CAPE MAY ON SATURDAY, August 1.—The fine new steamer, LADY OF THE LAKE, will leave Pier 19, above VINE Street, on SATURDAY at 9.15 A. M., and returning leave Cape May on MONDAY.

Excursion Tickets $3, including carriage hire.

Each way, $2·25, including carriage hire. 7 30 3t

PATENTED.—PANTS SCOURED AND STRETCHED from 1 to 5 inches, at Mottet, French Steam Dyeing and Scouring, No. 209 N. NINTH Street and No. 736 RACE Street.

NEW ISLANDS IN THE PACIFIC.

Important Discovery—More Territory for the United States.

On the 5th of July, 1859, Captain N. C. Brooks, of the Hawaiian barque Gambia, while cruising to the West Northwest of the Sandwich Islands, discovered a group of islands and shoals in latitude 28 deg. 12 min. North, and longitude 177 deg. 12 min. West from Greenwich, not hitherto given on any chart. On making the discovery Captain Brooks landed on one of the islands, dug a well, erected a flagstaff, and took possession of them in the name of the United States, leaving notice to that effect.

On the 13th of May, 1867, Allan McLane, Esq., President of the Pacific Mail Steamship Company, addressed a letter to the Secretary of the Navy, calling the attention of the Navy Department to "the great importance in special connection with the China Mail Steamship line, of obtaining, at the earliest practical moment, full and reliable information touching the chain of small islands in the North Pacific Ocean, stretching from the Hawaiian group in a general West Northwesterly direction." Mr. McLane particularly mentioned one of these groups, which he designated as Brooks Island, as possibly destined to "prove of early importance as a coaling station" for that company's China steamships and for United States vessels cruising in those waters, and requested that a full survey might be made of these Islands by a trustworthy vessel. On the 28th of May, 1867, the Department issued an order, with the requisite instructions to Rear-Admiral H. K. Thatcher, commanding the North Pacific Squadron, to detail the Lackawanna, or some other suitable vessel, to search for the island above referred to, and, having found it, to take possession of it in the name of the United States, and to make as accurate and complete survey of it as practicable. Accordingly the Lackawanna, Captain William Reynolds was sent on the expedition; and under date of the 30th of September, 1867, Captain Reynolds reported that he took formal possession of Brooks Island and reefs for the United States on the 28th of August previous. The report of the surveys made by Captain Reynolds substantially confirms Captain Brooks' original statement. He describes the two islands designated as Brooks Island, as being long and low, and chiefly formed of coral, shells, and sand.

The vegetation of the island consists entirely of shrubs, herbs, and coarse grasses; none of the shrubs are over three to five feet in height. On both islands several wells were dug, and water found at depths of from four to seven feet. Surgeon Kennedy tested the water taken from these as far as the materials he had at hand permitted. When first collected the specimens were so full of sand and organic impurities in a state of suspension that it was necessasy to filter them. After filtration, tested by different reagents, they were found to be hard, free from organic impurities in solution. There was every evidence that wells, properly sunk to a good depth, would afford a good supply of potable water. Immense numbers of sea birds are constantly hovering over and alighing upon these islands. The lagoon is full of fish, seal, and turtle. The seal is the common hair seal, and is not of much commercial importance. The fish belong principally to the mullet, perch, and mackerel families.

Captain Reynolds describes the harbor as formed very much like that of Honolulu, as rather more roomy and as safe, but with not quite the same depth of water on its bar, which, however, appeared to be available for vessels drawing less than eighteen feet. During the seventeen days that the Lackawanna remained at the islands, the lowest point which the thermometer reached was 72, while the highest was 89 degrees. The greatest rise and fall of the tide observed during the neap tides was eighteen inches, the lowest fifteen inches. The circumference of the reef enclosing the islands is forty-two miles. Its shape is irregular; its diameter, from north to south, nine and a half miles; from east to west, sixteen miles. The name of "Midway Islands" has been adopted by the Navy Department for this group.

ANOTHER LYNCHING.

A Desperado and Murderer is Taken from a Mississippi Jail and Hung at Midnight.

From the Memphis Avalanche, July 26.

The town of Jacinto, the county seat of Tishomingo county, Mississippi, was the scene of a tragic and mysterious affair last Wednesday night which has been the subject of much comment since.

Upwards of two weeks ago two white men, known respectively as Williams and Bibb, and noted as outlaws, were arrested by the joint efforts of the military and civil authorities for something, and lodged in the Jacinto jail. Two weeks afterwards both escaped, but on the following day the dead body of Bibb was found in the woods. It had been stripped of clothing, and every circumstance tended to the belief that he had been murdered.

About the same time some horses were missed in the neighborhood, and a squad of soldiers and citizens commenced scouring the country for the thieves. Suspicion naturally fell on Williams, who was traced to near Eastport, on the Tennessee river, and captured by some soldiers. One of the party recognized the clothing worn by him as that belonging to Bibb when in jail. He was at once accused of the murder, and, being closely questioned, confessed both crimes. Williams was taken to Jacinto and restored to the communion of the kindred spirits he so suddenly deserted.

About 12 o'clock last Wednesday night the quiet streets of Jacinto resounded with the clatter of horsemen, and a few moments afterwards a dozen or fifteen men, finely mounted, and masked, halted in front of the only store in the place. After obtaining a rope from the only store in the place, they left, rode rapidly to the jail, and knocked at the door until the jailor, Mr. Travis, came to the window and demanded the cause of the singular demonstration. "We want to get in," replied one of the veiled horsemen; and upon the jailor's refusal to grant permission, the door was pried open. He came down stairs and entreated them to leave; but the leader terminated the parley by calling out, "Nos. 1, 7, and 9 will take charge of the jailor;" and Mr. Travis was suddenly seized and prevented from any further demonstration.

The only other utterance of the leader was: "You've got a man we want" as he led the way to the interior of the building. In the centre is a large iron cage, used to confine dangerous prisoners. The door was pried open, and several of the veiled regulators entered. It contained three negroes and two white men. The leader pointed to one of them—the murderer Williams—who was seized and borne outside. The three men detailed to guard the jailor remained with him a few moments, but the others disappeared as suddenly as they came. Soon the jailor was left alone.

At daylight in the morning the news of the visit of a masked mob to the jail became known, and the sheriff, Captain Beall, started to ascertain the whereabouts of the prisoner. Commencing at the jail he traced the party by the marks of the horses' hoofs on the ground. One hundred and fifty yards from the building the road makes an abrupt turn at a lonely wooded place. Looking up from the ground a moment when reaching the spot, he was startled at seeing the body of the object of his search dangling lifeless from the limb of a tree. He had evidently been dead several hours, for the form was cold and rigid. No one was present to tell the story. The work of the executioners had been short and decisive, and the world contained one less criminal.

Williams was once a Federal soldier, and came to Corinth last year with a body of troops. He was regarded as a bad man, and soon afterwards deserted. From that time until his death he was known as a thief and desperado, and on several occasions the military had hunted him through the swamps. He and Bibb were partners for a long time. The latter could not have had any money when murdered, and Williams would hardly have committed the crime for the few pieces of clothing worn by his victim. It is more probable that Bibb possessed information of some dark transaction which Williams was particularly desirous of keeping from the light, well knowing that "dead men tell no tales." The names of the men who executed Williams are unknown. There are no Ku-Klux in the county, and many believe the "regulators" to have been soldiers.

BUSINESS NOTICES.

SUMMER CLOTHING.—All kinds, styles, and sizes Mens' Youth's, Boys', and Children's ready-made equal to custom work in style, fit, and make; also, a fine assortment of selected styles of pieces of goods, to be made up to order in the best and most fashionable manner.

All prices guaranteed lower than the lowest elsewhere, and full satisfaction guaranteed every purchaser, or the sale cancelled, and money refunded.

Half way between Fifth and Sixth streets. } BENNETT & CO.,
TOWER HALL,
No. 518 MARKET ST.,
PHILADELPHIA,
AND No. 600 BROADWAY, NEW YORK.

SWINGING ROUND THE CIRCLE.—There are fifty ways of alleviating the agonies of dyspepsia for the moment; but there is only one way to CURE it. After "swinging round the circle" of temporary palliatives the patient finds that the disease, so far from being subdued, has actually gathered strength, while he has been parleying with its symptoms.

The only way to get rid of the demon is to endow the stomach with sufficient strength to *cast it out and keep it out*. Impart permanent energy to the digestive organs with HOSTETTER'S STOMACH BITTERS, and the object is accomplished. This powerful vegetable remedy is not a mere stimulant. It does not brace up the gastric machinery for an hour or two, leaving it when the temporary excitement has passed off, in a worse state than before. Such is the effect of the ordinary alcoholic nostrums. They keep the stomach in a perpetual see-saw between unnatural activity and utter relaxation. Not so the BITTERS. Medicated with the finest tonic, alterative, and anti-bilious extracts, they permanently reinforce and continuously regulate the assimilating organs. Such is the experience of tens of thousands. At this debilitating season of the year, when the solvent principle of the gastric juice is weakened by a constant drain of the animal fluids through the pores, HOSTETTER'S BITTERS is an article of prime necessity for the weak. To neglect the use of a tonic and alterative, so wonderfully efficacious and entirely harmless, is simply to forego the blessings of health and vigor, and voluntarily accept feebleness and discomfort in their stead.

THE NATIONAL TRADE CIRCULAR.—We have been shown a specimen copy of this new and popular advertising medium, which for elegance and typographical appearance surpasses any similar work published in this country. It is a large quarto, handsomely bound in leather and cloth, embossed in gold. The design of the *National Trade Circular* is a first-class general advertising medium, well calculated for jobbers and manufacturers. It is to be published in newspaper form, with a guaranteed circulation of 30,000 copies mailed to country merchants, and also in book form, one thousand copies to be placed in first-class hotels. The features and style of the publication are new and novel, and the good faith evinced by the public here in supporting its promises by affidavits, entitles it to the confidence and support of the business community. The publishers are Messrs. Synnott & Co. No 219 Dock street.

ONE newspaper writer gives the following receipt for giving brilliancy to the eyes:—"Shut them early at night and open them early in the morning," and we would add, for brilliancy in gentlemen's apparel, "Shut your eyes to all so-called bargains in low-priced clothing, and open them to what is really cheap, because good," and secure such by visiting Charles Stokes & Co. Clothing House, under the Continental.

SPEER'S "STANDARD WINE BITTERS,"—The recommendation of the best Chemists and Medical Practitioners assure the public of the purity of Speer's Wines, and they are as well assured of the purity of his "Standard Wine Bitters," the base of which is his wine, only made bitter by herbs and roots in daily use by the Medical Faculty, among which are Peruvian Bark, Chamomile Flowers, Wild Cherry Bark, etc. Druggists sell the Bitters.

GETTYSBURG KATALYSINE WATER.—The statements of invalids and physicians who have used this Water are full of interest to all who suffer from Dyspepsia, Rheumatism Gout, Kidney and Urinary Diseases; and numerous cases of cures are given in the pamphlet, to be had gratis of the principal Druggists. Every invalid sufferer ought to read the statements of wonderful cures by this Water.

JEWELRY.—Mr. William W. Cassidy, No. 12 South Second street, has the largest and most attractive assortment of fine jewelry and silverware in the city. Purchasers can rely upon obtaining a real, pure article furnished at a price which cannot be equalled He also has a large stock of American watches in all varieties and at all prices. A visit to his store is sure to result in pleasure and profit.

TO LET A COLD have its own way is to assist in laying the foundation of Consumption. To cure the most stubborn Cough or Cold, you have only to use at once Dr. Jayne's Expectorant. Sold every where.

FINE CUSTOM-MADE BOOTS AND SHOES for Gentlemen. Bartlett, No 33 South Sixth street, above Chesnut.

DRINK the famous Arctic Soda Water, and read THE EVENING TELEGRAPH at Hillman's News Stand, at North Pennsylvania Depot.

CARPET UPHOLSTERING done promptly at Patten's No. 1408 Chesnut street.

UPHOLSTERY PRICES reduced at Patten's, No. 1408 Chesnut street.

TRENWITH has all manner of interesting journals, pictorials, funny pamphlets, magazines, etc., enough to supply every citizen, great or small, in our city. He has a knack, too, of furnishing his patrons with the New York papers before the mails arrive, that is especially commendable. His emporium, at No. 107 S. Third street, is completely stocked.

LOTS OF ALPACA SACKS.
Lots of Linen Sacks,
Lots of the Chocolate Linen Sacks,
Lots of the Chocolate Dusters,
Lots of Duck Sacks,
Lots of White Vests,
Lots of Linen Pants and Vests,
All fresh and very nice.
☞ *Alpacas from $2½ to $8.*
☞ *Linens from $1 50 to $4, etc. etc.*
WANAMAKER & BROWN,
Oak Hall,
S. E. Corner of Sixth and Market streets.
☞ *A good lot of Clergymen's Long Sacks.*

MARRIED.

RITTMYER—BAUER.—On the 29th instant, by the Rev. Dr. Mann, Mr. JOHN F. RITTMYER to Miss HANNAH BAUER, both of this city.

SCHIMMEL—ACKERMAN.—On the evening of the 4th of July, 1868, by the Rev. S. G. Clemmer, Mr. AARON SCHIMMEL, of Philadelphia, to Miss SUSANNAH ACKERMAN, of Bucks county, Pa.

DIED.

ACKLEY.—At Camden, N. J., on the evening of the 29th instant, MARY F. ACKLEY, widow of the late Thomas Ackley.

The relatives and friends of the family are respectfully invited to attend her funeral, from her late residence, No. 206 Market street, Camden, on Monday morning next at 10 o'clock. To proceed to Woodlands Cemetery.

BECKER.—On the 30th instant, CHARLES E. BECKER, at his late residence, Nos. 441 and 443 N. Ninth street, aged 36 years.

The relatives and friends, also the members of Empire Lodge, No. 104, I. O. of O. F., and Crystal Fount Lodge, No. 17, K. of P., are respectfully invited to attend the funeral, at 8 o'clock on Sunday morning, August 2.

CREAMER.—On the 29th inst., FRANCES EMMA, wife of Isaac Creamer, in the 37th year of her age.

The relatives and friends of the family also Mount Olive Lodge of Masonic Ladies, No. 10, are respectfully invited to attend the funeral, from her husband's residence, No. 1029 Marlborough street, on Sunday afternoon at 1½ o'clock.

DAVIS.—On the morning of the 31st instant, AMELIA DAVIS, widow of the late Benjamin Davis.

Due notice of the funeral will be given.

GIHON.—During the early morning of July 30, after a painful and protracted illness, Mrs. MARY JANE GIHON, wife of Dr. John H. Gihon.

The funeral will proceed from the residence of her son, John L. Gihon, No. 1624 Chesnut street, at 4 o'clock the afternoon of Sunday, August 2. Her friends are invited to attend.

McDONNELL.—On the 29th instant, JAMES McDONNELL, in the 28th year of his age, son of the late Arthur McDonnell.

The relatives and friends of the family, and Typographical Union, No. 2, are respectfully invited to attend the funeral, from the residence of John Gantz, Tacony. Interment at Cathedral Cemetery.

MAGARAHAN.—On the 29th instant, ELLEN, wife of the late Bernard Magarahan, in the 54th year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from her late residence, No. 220 Columbia avenue, on Saturday morning at 8½ o'clock.

PEDRICK.—Suddenly, on the 12th instant, Captain ISAAC H. PEDRICK, son of Joel and Elizabeth Pedrick, in the 27th year of his age.

The relatives and friends of the family, also the Steamboat Men, are respectfully invited to attend the funeral, from the residence of his father-in-law, John Stinson, Moyamensing road, west of Broad street, on Sunday afternoon at 3 o'clock. To proceed to Philanthropic Cemetery.

AMERICAN
LIFE INSURANCE COMPANY,
Of Philadelphia.
S. E. Corner Fourth and Walnut Streets.

☞ *This Institution has no superior in the United States* 610

HOLLOWAY'S
CONCENTRATED ESSENCE
OF
JAMAICA GINGER.

A PURE ESSENCE OF THE TRUE JAMAICA GINGER.

Free from Cayenne Pepper or any other admixture, possessing

All the Carminative and diffusively stimulating properties

Which are so potent in the Jamaica Ginger alone, and which are so efficacious in all cases of Chills from Exposure to Cold or Dampness, Colic, Cholera Morbus, Diarrhoea, etc.

OBSERVE—A half teaspoonful of Holloway's Ginger is stronger and more effective than a full teaspoonful of any other in the market.

PREPARED BY
JOHNSTON, HOLLOWAY & COWDEN,
No. 602 ARCH STREET,
78 PHILADELPHIA.

SOAP.

SOAP.

The undersigned, known to the public as Manufacturers of Pure, Unadulterated Family and Fancy Soaps, have spent many years and much of their means in educating the public to believe the facts that "so-called cheap or low-priced" Soaps, being necessarily adulterated, are the dearest, and that good pure Soaps, although apparently dearer, are the cheapest. They have reason to know that their teaching has had its proper effect upon the minds of intelligent housekeepers, and believing the time has come when a really superior Soap will be appreciated, they now put in the market an article which they are confident is the best Family Washing Soap ever offered to the people of this or any other community.

MERINO SOAP.

The superiority of the materials used, and the chemical combination of them, is of such a scientific nature that the Merino Soap is perfectly neutral and mild, and cannot injure the texture of the most delicate fabric, whilst its washing or detersive properties are truly astonishing.

The Merino Soap can be used by rubbing on the clothes in the usual way; but if cut in shavings, and dissolved in hot water, and the clothes soaked for half an hour in the solution, its extraordinary detersive properties will be more fully obtained.

One pound will go as far as three pounds of any of the many so called labor-saving, but clothes-rotting, Family Soaps in the market.

SOLD BY GROCERS AND DEALERS IN SOAPS ALL OVER THE UNITED STATES, AND WHOLESALE BY THE MANUFACTURERS. [7 27 mwf6t

McKEONE, VAN HAAGEN & CO.,
No. 32 South FRONT Street, Philadelphia,
Or No. 30 BARCLAY Street, New York.

QUEEN OF ENGLAND SOAP
QUEEN OF ENGLAND SOAP.
QUEEN OF ENGLAND SOAP.
For doing a family washing in the best and cheapest manner. Guaranteed equal to any in the world! Has all the strength of the old rosin soap with the mild and lathering qualities of genuine Castile. Try this splendid Soap. SOLD BY THE ALDEN CHEMICAL WORKS, NO. 48 NORTH FRONT ST. PHILADELPHIA. [6 29 3m4p

FOR SALE AND TO RENT.

WEST PHILADELPHIA PROPERTIES
FOR SALE OR TO RENT.

The Handsome Brown Stone RESIDENCES, Nos. 4108, 4110, 4112, 4114, and 4116 SPRUCE Street.
C. J. FELL & BRO.,
7 15 wfm1m5p* No. 120 South FRONT Street.

FOR RENT.
PREMISES, No. 809 CHESNUT St.,
FOR STORE OR OFFICE.
ALSO, OFFICES AND LARGE ROOMS suitable for a Commercial College. Apply at
6 24tf BANK OF THE REPUBLIC.

OFFICES TO LET—SECOND AND THIRD STORY ROOMS, THIRD Street, above Chesnut.
RICHARDSON & TANNEY,
7 31 3t* No. 206 South FOURTH Street.

DEAFNESS.—EVERY INSTRUMENT THAT science and skill have invented to assist the hearing in every degree of deafness; also, Respirators; also, Crandall's Patent Crutches, superior to any others in use, at P. MADEIRA'S, No. 115 S. TENTH Street, below Chesnut. 4 5p4

PARASOLS.

PARASOLS AT $1, $1·25; LINED, $1·50, $2. Silk Sun Umbrellas, $1, $1 25, and upwards. At DIXON'S,
No. 21 S. EIGHTH Street. [7 1 2m

WANTS.

LIFE INSURANCE. The HAND IN HAND MUTAL LIFE INSURANCE COMPANY wishes to obtain a number of good agents to canvass for Life Insurance. To well qualified men very favorable terms will be allowed. Apply at No. 112 South FOURTH Street. [7 24 fmw6t*

WANTED—AT ATLANTIC CITY.—Wanted to Rent at Atlantic City a FURNISHED COTTAGE for the months of August and September. Address, stating terms, which must be moderate, location, etc., "Cottage," Inquirer Office, Philadelphia. 7 31 3 rp

BOARDING.

BOARDING.—FIRST-CLASS TABLE BOARD, for Gentlemen only, at No. 1106 WALNUT Street. 7 25 6t

AZURENE,
CONCENTRATED INDIGO,
For the Laundry.—Free from Oxalic Acid.—See Chemist's Certificate.
A Patent Pocket Pincushion or Emery Bag in each Twenty Cent Box. [7 27 mwf3m
For sale by all respectable Grocers and Druggists.

STUBBS' XX F C B
Will cure the DYSPEPSIA,
PURIFY THE BLOOD,
RENOVATE THE SYSTEM.
Principal Depot, No. 2411 FRANKFORD ROAD.
For sale at all the Drug Stores in the city. 15 1m

FINANCIAL.

SMITH, RANDOLPH & CO
BANKERS PHILA & N. YORK
BUY COUPONS OF
GOVERNMENT BONDS
AT SAME PRICE AS GOLD.
AGENTS FOR THE SALE OF THE POPULAR LOANS
Central and Union Pacific Railroad First Mortgage Bonds.
Principal and Interest Payable in Gold.
COUPONS OF THESE BONDS CASHED AT OUR OFFICE.
Dealers in all Government Securities.
SMITH, RANDOLPH & CO.,
No. 16 South THIRD Street,
7 10 PHILADELPHIA.

COUPONS
OF THE
FIRST MORTGAGE BONDS
OF
The Union Pacific Railroad Co.,
AND
Central Pacific Railroad Co.,
Paid at the Banking House of
WM. PAINTER & CO.,
No. 36 S. THIRD Street,
61tf PHILADELPHIA.
Who have the Pacific Bonds on hand for immediate delivery.
New Descriptive Pamphlets, with Map, furnished without charge, on application.

LEHIGH VALLEY
RAILROAD COMPANY'S
MORTGAGE BONDS, DUE IN 1898.
$5,000,000,
With Interest at Six Per Cent., Payable on the First Day of June and December of each year,
FREE FROM STATE AND UNITED STATES TAXES.

These Bonds are secured by mortgage on the following Railroads belonging to this Company, namely, the main line from Phillipsburg, New Jersey, through Mauch Chunk to Wilkesbarre, Pennsylvania, 101 miles: the Beaver Meadow branch, 17½ miles, and the Lehigh and Mahanoy branch, 42½ miles, making a total of 161 miles of road, including 78 miles double-track, equal, with sidings, to 309 miles of single track, together with all lands, bridges, work-shops, machinery, depots, engine houses, and buildings thereunto belonging, and all rolling stock, tools, implements, and materials belonging to this Company, in use on the said Railroads.

This mortgage is a first lien on all of the above Roads, except 46 miles, from Easton to Mauch Chunk, on which it is preceded by a mortgage for $1,500,000 due in 1873, the Bonds of which are exchanging, as fast as presented, for the present issues; those not presented until maturity are to be paid out of the present loan, making it a first mortgage on the above-mentioned property.

$1,000,000 OF THESE BONDS,
Either Coupon or Registered,
Are offered at ninety-five per centum, with interest from the day of sale, free from State and United States' taxes.
CHARLES C. LONGSTRETH, Treasurer,
Office of the Lehigh Valley Railroad Company,
7 1 1m No. 303 WALNUT Street, Philadelphia.

BANKING HOUSE
OF
JAY COOKE & CO.
Nos. 112 and 114 South THIRD Street
PHILADELPHIA.
Dealers in all Government Securities.
Old 5-20s Wanted in Exchange for New
A Liberal Difference allowed.
Compound Interest Notes Wanted.
Interest Allowed on Deposits.
COLLECTIONS MADE. STOCKS bought and sold on Commission.
Special business accommodations reserved for ladies. 7 3 3m

GLENDINNING & DAVIS.
NO. 48 SOUTH THIRD STREET!
Stock and Gold Brokers.
QUOTATIONS OF NEW YORK STOCKS
ALWAYS ON HAND. 4 2 3p
R. GLENDINNING, JR. JOHN H. DAVIS

CITY OF PITTSBURG WATER WORK
SEVEN PER CENT. BONDS,
FOR SALE BY
WHELEN BROTHERS,
No. 105 South THIRD Street.

FINANCIAL.

DE HAVEN & BRO.
POPULAR LOANS.
UNION PACIFIC RAILROAD
FIRST MORTGAGE BONDS
At 102,
And Accrued Interest.
CENTRAL PACIFIC RAILROAD
FIRST MORTGAGE BONDS
At 103,
And Accrued Interest.
Bonds on hand for Immediate delivery.
Full Reports, Maps, Etc., furnished upon application.
DE HAVEN & BRO.,
No. 40 SOUTH THIRD STREET,
625 PHILADELPHIA.

700 MILES
OF THE
UNION PACIFIC
RAILROAD

Are now finished and in active operation. One hundred and sixty miles have been built in the last four months. More than twenty thousand men are employed, and this average of forty miles per month will be continued throughout the season, making NINE HUNDRED COMPLETED MILES by January 1st and it is now probable that the ENTIRE GRAND LINE TO THE PACIFIC WILL BE OPEN FOR BUSINESS IN 1869.

No other first-class railroad in the world has been built and equipped so rapidly as the Union Pacific, which runs west from Omaha

ACROSS THE CONTINENT.

The United States Government makes of this railroad a GREAT NATIONAL WORK, and aids its construction by very liberal grants of money and of lands. To further insure the speedy completion of the Road, the Company are authorized to issue their own

FIRST MORTGAGE BONDS,

Having thirty years to run, and having interest coupons payable semi-annually at the rate of six per cent, in gold. The principal, as well as interest, is made

PAYABLE IN GOLD.

The Mortgage Bonds of nearly all other railroads in this country, are payable, principal and interest, in currency, and it is asserted, without fear of contradiction, that no other railroad company in the world building so great an extent of road, issue bonds of equal value with the First Mortgage Bonds now offered for sale by the Union Pacific Railroad Co.

The price of these Bonds is now 102, and accrued interest from July 1, in currency. The Company believe that at this price their Bonds are the

Safest and most Profitable Investment

In the market, and they confidently expect that they will shortly command a higher premium than any similar security.

The Company reserve the right to advance the price at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's office before the time of such advance.

Subscriptions will be received in Philadelphia by

DE HAVEN & BROTHER,
No. 40 S. THIRD Street,
W. PAINTER & CO.,
No. 36 S. THIRD Street,
SMITH, RANDOLPH & CO.,
No. 16 S. THIRD Street.
AND IN NEW YORK
AT THE COMPANY'S OFFICE,
No. 20 NASSAU Street,
AND BY
JOHN J. CISCO & SON, BANKERS,
No. 59 WALL Street,

And by the Company's advertised Agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the bonds will be sent free of charge by return express. Parties subscribing through local agents will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised Agents.

JOHN J. CISCO, TREASURER,
July 21, 1868. [8 1 fmw tf] New York.

THE SAFE DEPOSIT CO.
For Safe Keeping of Valuables, Securities, etc., and Renting of Safes.
DIRECTORS.
N. B. Browne, C. H. Clarke, John Welsh, | J. Gillingham Fell, C. Macalester, E. W. Clark. | Alex. Henry, S. A. Caldwell, Geo. F. Tyler.
OFFICE, NO. 421 CHESNUT STREET.
N. B. BROWNE, President.
C. H. CLARK, Vice-President
R. PATTERSON, Sec. and Treasurer. 1 16 wfm

FINANCIAL.

A VERY DESIRABLE
FIRST-CLASS INVESTMENT.
A LIMITED AMOUNT
OF THE
First Mortgage Seven Per Cent. Bonds
OF THE
ROCHESTER WATER WORKS CO.
FOR SALE BELOW PAR,
Bearing interest from JULY 1, 1868,
PAYABLE SEMI-ANNUALLY.
FOR FURTHER PARTICULARS APPLY TO
GLENDINNING & DAVIS,
No. 48 South THIRD Street,
7 20 20t PHILADELPHIA.

DRY GOODS.

LADIES ABOUT TO LEAVE THE city for their country houses or the sea-shore will find it greatly to their advantage, before purchasing elsewhere, to examine
The Extensive Stock, at Greatly Reduced Prices, of
E. M. NEEDLES & CO.,
No. 1101 CHESNUT STREET
GIRARD ROW,
Comprising a complete assortment for personal or household use, of
LACES, EMBROIDERIES HANDKERCHIEFS PUFFED, REVERED AND TUCKED MUSLINS, CAMBRICS, JACONETS, PIQUES, and WHITE GOODS. in every variety.
VEILS AND VEIL MATERIALS of every description, together with an extensive assortment of
HOUSEHOLD LINENS,
AT TEMPTING PRICES
In every width and quality.
SHIRTING, PILLOW-CASE, SHEETING, & TABLE LINENS, NAPKINS, DOYLIES, FLANNELS, DIMITIES FOR SPREADS, AND FURNITURE COVERS, MARSEILLES, HONEYCOMB, AND OTHER SPREADS, TOWELS AND TOWELLING IN DAMASK AND HUCKABACK, SUMMER BLANKETS, TABLE COVERS, ETC.
ALSO, SHIRTING, PILLOW-CASE AND SHEETING MUSLINS.
E. M. NEEDLES & CO.,
No. 1101 CHESNUT STREET,
8 1? GIRARD ROW.

NEW STORE. JAMES M'MULLAN, NEW STOCK
IMPORTER AND DEALER IN
LINEN AND HOUSE-FURNISHING DRY GOODS
Takes this opportunity to return his thanks to the Ladies of Philadelphia and surrounding districts for their liberal patronage, and begs to inform them that
FOR THE ACCOMMODATION OF FAMILIES RESIDING IN THE WESTERN PART OF THE CITY HE HAS OPENED HIS
NEW STORE,
NO. 1128 CHESNUT STREET,
TWO DOORS BELOW TWELFTH.
His long experience in Linen Goods, and his facilities for obtaining supplies
DIRECT FROM EUROPEAN MANUFACTURERS, enable him at all times to offer
THE BEST GOODS AT THE LOWEST PRICES.
The OLD STORE, S. W. corner SEVENTH and CHESNUT, will be kept open as usual. 4 6 mwf6m

WINES, ETC.

CHARLES BOTTLER'S
IMPERIAL SPARKLING
CATAWBA.
SOLE AGENTS,
H. & A. C. VAN BEIL,
No. 1310 CHESNUT Street,
5 15 fmw3mrp PHILADELPHIA.

FLAGS, BANNERS, ETC.

1868.
PRESIDENTIAL CONTEST!
FLAGS, BANNERS, TRANSPARENCIES, AND LANTERNS,
Campaign Badges, Medals, and Pins,
OF BOTH CANDIDATES.
Ten different styles sent on receipt of One Dollar and Fifty Cents.
Agents wanted everywhere.
Flags in Muslin, Bunting, and Silk, all sizes, wholesale and retail.
Political Clubs fitted out with everything they may require.
CALL ON OR ADDRESS
W. F. SCHEIBLE,
No. 49 SOUTH THIRD STREET,
815 1mp PHILADELPHIA

ACROSS THE SIERRA NEVADA.

The First Railway Passenger Train from Sacramento Over the Mountains.

The *Alta California* gives the following description of the passage of the first railroad passenger train over the Sierra Nevada:—

"Desiring to be among the first to cross the Sierra Nevada by through train, the writer left San Francisco at 4 P. M., on Wednesday, June 17, by the steamer Yosemite, in company with several friends, bound for Silver Land. It was long past midnight when the heavily laden steamer reached Sacramento and tied up at the landing.

"The train moves out of the town of Sacramento, across 'the Slough,' past the unfinished round house and immense machine shops of the Central Pacific Railroad Company—in which an army of workmen will be employed at no distant day—up the valley, along the northern outskirts of the rambling town, and then by a long bridge across the American river. As we emerge from the trees and shrubbery along the American, into the open plain which stretches away to the eastward towards the foot-hills, the mighty Sierra Nevada looms up, like a gigantic cloudbank, against the eastern horizon. The mountains, for a long way upward from their base, are enveloped in a dim, blue haze, which contrasts beautifully with the snow fields on their summits, flashing against the blue sky and lighted up by the glory of the summer morning sun. One distant peak sparkles like an iceberg, with all the hues of the opal; another is tinged with delicate pink, like the inner surface of a sea-shell; and a third is of a pure brilliant white, like frosted silver. The country at one point is open and treeless like a western prairie, and at another dotted with wide-spreading trees, like the 'oak openings' of Michigan; but the soil is poor, and a few herds of horses, and now and then the residence of some small ranchman or herder, are the only signs of life we see for miles and miles. The country is poor, uncultivated and for the most part unfenced and uninhabited.

"At the Junction, eighteen miles from Sacramento, a branch road leading towards Marysville takes away a portion of our passengers and four miles further on we come to Rocklyn, where are the immense quarries from which an unlimited supply of building material for Sacramento and San Francisco is obtained, with simply the trouble of quarrying.

"Now we enter the foot-hills, and as we commence to ascend more rapidly the great mountains before us seem to sink down until we lose sight of them altogether, and we do not see the snow fields again for a long time. The sun is shining down upon us from an unclouded sky, and the heat is such as to drive us all to the shady side of the cars. Luscious strawberries, ripe pears, cherries, and other summer fruits are brought through the cars for sale—everything around speaks of midsummer.

UP THE MOUNTAINS.

"The engine blows and wheezes with short, sharp aspirations, and the feeling of weight as we are ascending a steep and increasing grade. Newcastle, Auburn, a pretty little village, and somewhat active place—Clipper Gap and New England Mills, all more or less important mining and trading posts, are passed, and at 9.50 A. M. we have ascended two thousand four hundred and forty-eight feet, and reached Colfax, fifty-four miles from Sacramento, where stage roads from Grass Valley, Nevada and other rich mining towns, branch off. The town is built of slight materials, and does not look as if made for all time. Here we should meet and pass the down train from the Summit, but snow slides beyond the great Summit Tunnel have delayed the train between that point and Reno, away down on the Truckee, beyond the Sierra, and after waiting a few minutes, just long enough to partake of a capital cup of coffee and a nice spring chicken on toast at the depot, we move on.

"Soon after leaving Colfax the cars pass on a high embankment around Cape Horn, and nervous passengers begin to look around anxiously, peering with evident trepidation down into the depths below. Around the edge of a canon the train whirls steadily along, a branch of the American river lying like a yellow ribbon hundreds on hundreds of feet below. Eight miles from Colfax we pass the mining town of Secret Town, and look back into the valley from an elevation of 2985 feet, something greater than that of Mount Tamalpais. Up, up, and onwards, ever climbing steadily skywards. Through the openings in the mountains we begin to see other mountains beyond, whose peaks are covered with snow, and the hot air of the valleys reaches us no longer, the breezes now being tempered by the snow fields above. The atmosphere is gloriously exhilarating, and our spirits rise as our corporal substance ascends heavenwards.

"At sixty-seven miles from Sacramento we look down upon the well-nigh exhausted placers and town of Dutch Flat; flat enough the town appears at this time. Two miles further on we reach Alta, at an elevation of 3625 feet above the sea, almost the height of the summit of Mount Diablo. Here we expected to, but did not, meet the descending train, which had been delayed by an accident on the other side of the summit, by which the cars between Reno and Coburn's or Truckee, had been thrown off the track and smashed up, making it impossible for the passengers to reach the summit by stage in time to connect with the regular train on the western side of the mountain. Here the roofs of the houses begin to pitch sharply after the style of Alpine cottages—an indication that the snows fall heavily there in the winter. The mountain sides are covered with magnificent pines, which increase in size as we ascend to a point some distance above here.

"The stream, far down at the bottom of a deeper canon, is now a saffron colored thread, and we cling to the side of the mountain as a swallow clings to a cliff. Snow now appears on the heights, but a little above us, and at intervals along the road, where there are deep cuts, long, sharp-roofed sheds of heavy timbers, to ward off the snow-drifts, rise over the track. Passing Shady Run station, we reach the first tunnel, 500 feet in length, seventy-five miles from Sacramento, and four thousand five hundred feet above the sea. The mountains are growing more rugged, and the snow fields come down to a level with the road.

THE HEART OF THE SIERRA.

"Still up, up; the trees grow smaller; cedars, tamaracks and firs take the place of the noble pines, and we no longer see the red earth of the gold-belt below. Gray granite rocks are growing plentier, and the small mountain peaks on either side of the road begin to show bald heads. We are in the heart of the Sierra—a barren, dreary, desolate country. It is not at all like the heart of the Andes—as Church paints it.

"At Emigrant Gap, eighty four miles from Sacramento, we meet the down train at last, and the road is open before us. Another tunnel, three hundred feet in length. We pass Crystal Lake, and are at Cisco, a town of shanties, which was for a long time the terminus of the road.

"We are 5900 feet above the sea, and still ascending. The pines have almost entirely disappeared, and we pass through many long cuts blasted through the solid granite spurs of the mountains. We traverse continuous snow fields and immense drifts, through which the road has been cut with shovels for the passing of the trains. A few hours since we were among the flowers, ripe fruits, and singing birds of the valley, sweating under the summer sun; now we are in the midst of dazzling snow fields, and the atmosphere and aspects of the scene are such as we might find in the mountains of New England on any fine winter's day. The streams which come down the sides of every precipice and dash in foamy torrents down every canon, are cold as ice from the melting snows. Chinamen are swarming all along the road. They have nearly finished their work in this vicinity, and are packing up their traps preparatory to passing on over the Summit into the great interior basin on the continent. One hundred and two miles from Sacramento we reach Summit Valley, and stand 6800 feet above the level of the sea. Lift Mount Tamalpais bodily from its base and place it on the summit of Mount Diablo, and we could still look down by hundreds of feet on the double mountain hight. The snow banks rise high above the road on either side. Two miles more and the cars reach the entrance of the great tunnel, 1659 feet in length.

THE SUMMIT OF THE SIERRA.

"We have scaled the great Sierra at last, and *ne plus ultra* might be written on the granite walls of the great tunnel before us. We are 7043 feet above the sea. The air feels cold and damp; but not oppressive, and we experience no inconvenience from its ratification at this great elevation.

"The ice and snow, and rocks, and white, fleecy, curling clouds, are all here, but there is not the shadow of a tempest: and if there was, why should he face it baldheaded? We will not stop to discuss that question, but merely ask it as we pass, and reserve the point for future discussion. The snow lies piled in immense banks above the tunnel, and rises in solid banks, with sheer precipitous sides, on either side of the track. A swarm of Chinamen are busy at the other end of the tunnel shovelling away the snow, which has come down the great slides, bringing with it huge granite rocks upon the track. The water pours down in torrents from numberless crevices and seams in the granite wall and roof of the long dark cavernous tunnel, but we struggle through on foot, and anxiously inquire after the prospect of getting the train across the mountain.

"Two or three hours will clear the track. We wait with what patience we may, and at last, at 4 o'clock, the prolonged whistle of the good locomotive 'Antelope,' which has drawn us to the summit of the Sierra, is heard. 'All aboard!' shouts the conductor, George Wood, who has the honor of taking the first passenger train across the mountains, and the train moved slowly on. A halt for another slide; another start, another halt, and so on, slowly and carefully. The snow banks come down so close to the tracks that the eaves of the cars rake them on either side. It is the closest fit imaginable. Six more tunnels, ranging from one hundred to eight hundred and sixty-three feet each in length, in many of which we see great masses of solid blue ice, hanging down from the wall like stalactites and stalagmites in the Mammoth Cave of Kentucky, are slowly passed through. We have descended six hundred feet already, and, as we emerge from the last tunnel, the conductor exclaims, 'By Heaven, we are over the mountains! This is a new road finished this summer, and we shall have no more snow-slides.' It is true, indeed, the mighty task is accomplished, after years of toil and the expenditure of millions of money. Words fail to describe our sensations; we will not attempt it.

DOWN THE EASTERN SLOPE.

"And now the train with accelerated speed moves steadily downwards towards the Valley of the Truckee. The steam is shut off, the brakes put down, and as the eagle sets his wings and floats noiselessly down, down, down, through the realms of air toward the earth from his eyrie among the clouds, we slide swiftly and smoothly down the acclivities of the mountains into the Great Basin of Nevada. Donner Lake, as lovely a sheet of water as is to be found on earth, lies far below us among the pine clad hills, its bosom unruffled by a breath of breeze, and as blue and calm as the heavens above it. The road winds around the precipitous mountain sides, almost encircling Donner Lake as it descends, and following around a long canon, making a circuit of seven miles to gain advance of no more than a quarter of a mile, we reach the outlet of the lake, a swift, rushing stream of blue, cold water. We have travelled nine and a half miles, and descended seven hundred and eighty-three feet since leaving the summit.

"Now we descend rapidly, on one of the most beautifully smooth and solid roads on the continent, into the romantic valley of the Truckee, whose mountain torrents come rushing and roaring out of the mountains from the southwards, hidden in which lies the loveliest sheet of water on the earth, Lake Tahoe. The timber here is immense, and from this source the supplies for building the road for hundreds of miles eastward are to be drawn. Sawmills by the dozen, driven by the rushing river, line the banks of the stream for miles and miles, and the hills swarm with laborers of every nationality and hue—Europeans, Americans, Africans, and Asiatics (the latter immensely preponderating in numbers)—engaged in cutting down and preparing the timber for the road.

"As the first through passenger train sweeps down the eastern slope of the Sierra, John, comprehending fully the importance of the event, loses his natural appearance of stolidity and indifference, and welcomes with the swinging of his broad-brimmed hat and loud, uncouth shouts the iron horse and those he brings with him. Well may he shout. Millions of his ancestors toiled for years on years to erect against the barbarian Tartar a barrier over which he should never break; the Tartar wave broke over it, and inundated his land at a single surge. Nature erected between the East and West a barrier such as in other lands 'divides countries and makes enemies of nations,' and John, with his patient toil, directed by American energy and backed by American capital, has broken it down at last, and opened over it the grandest highway yet created for the march of commerce and civilization around the globe."

THE MORMONS.

Immigrants for Utah—The Mormons and the Pacific Railroad—The "Saints" in Switzerland.

Thirteen hundred Mormon immigrants passed through Chicago last week, on their way to Salt Lake City. The *Republican* says:—

"Two parties have passed through Chicago—the first consisting of 546 persons, 293 of whom were adults, and 253 children, arrived on Friday night by the Michigan Central Railroad. The second party, of 749 souls, of whom 386 were adults, and 253 children, making a total of 1295 Mormons, arrived here on Sunday. They remained in the city but short a time, and took the trains West as soon as practicable. Some eighteen car loads went out on each train. Mr. Patrick, the General Passenger Agent of the Chicago and Northwestern Roads, took care that the faithful, though they travel at emigrant rates, should not be crowded uncomfortably. They pass over the Northwestern Road to Omaha, and thence take the Union Pacific Road to the terminus of the road at Benton, at the crossing of the north fork of the Platte, and will then take wagons to Salt Lake. The majority of the immigrants are from Lincolnshire, England, though there are among them a few Swiss, Welsh, and Norwegians. The women, as usual, outnumber the males, who only form about one-third of the number thus far sent out, and are mostly middle-aged persons. The women declared that if it was necessary, they would go to work on the railroad with the men."

THE MORMONS AND THE PACIFIC RAILROAD.

The Salt Lake *Evening News* (Mormon), of July 11, says of the work upon the Pacific Railroad in Utah:—

"In the railroad mass meeting which was held in this city on the 10th of June, the Hon. George A. Smith, himself a pioneer, said: 'We started from Nauvoo in February, 1846, to make a road to the Rocky Mountains. A portion of our work was to hunt a track for the railroad. We located a wagon road to Council Bluffs, bridging the streams, and I believe it has been pretty nearly followed by the railroad. In April, 1847, President Young and one hundred and forty-three pioneers left Council Bluffs, and located and made the road to the site of this city. A portion of our labor was to seek out the way for a railroad across the continent, and every place we found that seemed difficult for laying the rails we searched out a way for the road to go round or through it.'

"The route then selected was an excellent one, and it is confidently believed that from the Mississippi river to the South Pass, a good line of easy gradients can be built without being under the necessity of boring a single tunnel. President Young is clearly the pioneer of the route. He demonstrated its feasibility, laid the foundation of flourishing settlements, and some of the people whom he led from Nauvoo helped to redeem California from Mexican rule, found the gold in the country, and printed the first newspaper on the western slope of the Rocky Mountains. He, with the pioneers, examined the ground, cleared the track, and made the project possible by opening a good road from the Mississippi to the Missouri, and then from 'Winter Quarters,' a point six miles above Omaha, to this valley. He did not publish newspaper articles, write pamphlets, or agitate it as a beautiful theory, but he led the van of an intrepid, hardy, and persevering body of people, who bridged the rivers, scaled the mountains, penetrated the heart of the continent, and founded settlements which make the Pacific Railroad enterprise one of comparatively easy accomplishment. History will yet render its verdict upon this stupendous undertaking, and to him, under God, will the credit be given."

THE SWISS MORMONS—A CONFERENCE ON THE ALPS.

The Salt Lake *Daily Telegraph* has a letter from Geneva, Switzerland, dated June 24, giving the following account of the Mormons in that country:—

"Lately we had a Conference on a very high mountain called the Feurstein Borg. The day was beautiful. On account of the elevated position the air was cool. We started from St. Imier at 5 o'clock and arrived at the place of rendezvous at 9. I went with Brother Horne to meet the Saints, who were coming from far off districts. It was a moving spectacle to see them coming by groups along the hills, or emerging from the dense forest of pine, singing the songs of Zion in their native language, for here we have songs composed by K. G. Maeser and arranged to the tunes of some of our English hymns. As I sat under a large pine tree, contemplating the scene before me, sweet emotions filling my heart, the songs bringing my thoughts back to my beloved home in Deseret, my position as a herald of truth and peace, these groups of men and women having embraced the Gospel and covenanted to serve God, the giver of all joys, their firm resolution to walk purely, to separate themselves from the wicked path of a corrupted society—all this endeared me the more to the cause of truth, and gave me courage to go with a manly energy to proclaim more boldly than ever the message of salvation.

"The Saints amused themselves at different games and dances until we were all collected together. After dinner we had a pretty long but very good meeting. Brothers Horne, Maeser, Hosgland, and Heogentobler addressed the Saints in German, and your humble correspondent in French. At 4 o'clock we parted. At night we came to our lodging, refreshing ourselves on the way with milk.

"When I reflect on the past history of this Swiss mission, and see how much opposition the elders of Israel had to contend with, for you know something of it, I cannot but acknowledge that, without the help of God, we would not have been able to gather so many willing to obey His command."

NEVADA.

The Great "Savage" Gold Mine.

A correspondent writes to the New York *Tribune*, from Virginia city, as follows:—

"You know that in Stock Boards the great dividend-paying 'Savage' mine rules the roost. Aware of its having the most extensive as well as the best-paying mine in the section, I yesterday went into it, and through it. Provided with a permit by the gentlemanly Superintendent, Mr. Bonner, I went to the large works containing the engine, pumps, carpenter, and blacksmith shops, and was introduced to Mr. Ferguson, the foreman, a business man in the fullest sense, as well as a gentleman. He quickly made a change in my *personele* by causing me to put on a miner's suit, that looked as if it had been worn by the lime-kiln man, and then selecting out of three great shafts, one which descended 750 feet perpendicular, he stepped on the cage or lowering platform, calling a couple of San Francisco members of the Brokers' Stock Board to join us, and down we went. In less than a minute, passing two or three stations where lateral roads went out from the shaft, we were at the bottom. Here lofty tunnels, following the mineral ledges, branched away from the shaft, with tramways for the cars containing a ton each of ore, which were coming into the hoistway all the time. Mr. Ferguson, thoroughly conversant with all the forms of mineral rock, the sulphates, chlorides, etc., kindly pointed them out to me as we went along, literally for a mile, through various avenues, ascending from one station to another, and out through branch after branch of the tunnellings. Those who in the early history of the "Savage," remember the frequent assessments, would not wonder were they to see the immensity of the works, the miles cut out, supported by powerful framework of timbers in many places, and kept dry by pumps, working night and day.

The supply of mineral seems utterly inexhaustible. The ledges of quartz are very thick and broad, well defined, and more easily worked than I supposed. The quartz is a mingling of silver and gold, the former greatly preponderant. I secured some fine specimens to place in the *Tribune* cabinet on my return. In the shaft and workings which I explored there were about 90 miners at work, though in the whole mine 290 miners are employed. These men, working in gangs, off and on, ten hours a day, get $4 a day in gold. They look healthy, and are a hardy, intelligent class of men. The most temperate, too, I think, in appearance, of any I have seen on the coast, though temperance is not a fashionable calling anywhere in this region.

After spending over two hours going from point to point among these great tunnels, I was hoisted once more into daylight, where I took off the miner's rig. I was then conducted to the assay and melting rooms, where Mr. Balch, the skillful and courteous superintendent of that department, exhibited the *modus operandi* of reducing and refining the crushed and cleansed quartz, now known as amalgam, into bricks of silver and gold.

This amalgam, which has been crushed by the ponderous stamps in the several mills connected with this mine, is put in great jars of black lead made by Dixon of Jersey city, holding from one hundred to one hundred and fifty pounds, and there melted in an intense charcoal heat, and purified with borax, all the slag being carefully removed. The process is not as rapid as one would expect, there being much metallic impurity which has to be removed. After this has been done, the molten and purified mineral is run into large iron molds into bricks of about fifty pounds weight. Those from this mine mixed with gold, average in value about $2000. As each brick is cast its number is stamped upon it, and a small portion of the metal is kept by the assayer that he may exactly determine its standard and value. The process of assay is very interesting, and I would be glad to give it to your readers if I thought you had room. But I suppose I shall have to write a book one of these days, and there will be room in it.

The actual produce of this mine for the year commencing July 1, 1867, and ending June 31, 1868, was one thousand eight hundred and fifty-one bars of bullion; worth three millions five hundred and fifty-five thousand dollars. The produce for the month of June just past, was four hundred and fifty-one thousand dollars.

Three hundred tons per day of ore is now being hoisted from the mine, and sent to the mills, some of which are in Washoe, sixteen miles distant, the want of water here for working the amalgam, forcing that great expense.

Art in California.

From the Overland Monthly.

One of the earliest California artists of whom we have any knowledge, after Jewett and Nahl, was Thomas S. Officer, a native of Pennsylvania, a pupil and friend of the venerable Sully, a member of the Philadelphia Academy, an associate of the Peales, an excellent miniature painter, and a man of much intelligence and enthusiasm in art. He came here in 1849, resisted the gold-mining rage, followed his profession with tolerable pecuniary success until 1859, and then died in a public hospital, a melancholy victim to intemperate habits. S. W. Shaw, a New England artist, came here also in 1849, after painting several excellent portraits of General Taylor, and one of Persifer F. Smith, for which the city of New Orleans paid him $1000. He was one of the discoverers of Humboldt Bay in 1850, and has had other adventurous and enterprising episodes in his life on the Pacific Coast; yet in the main San Francisco has been his home and art his pursuit since the first year of his arrival, and he is now ranked among our best portrait painters. S. S. Osgood, of New York, husband of the poet by that name, and a portrait painter of some repute formerly in that city, visited San Francisco in 1852, remaining here about six months. He painted the portrait of Gilbert, the editor of the *Alta California* newspaper, who was killed in a duel with General Denver. This picture now hangs in our City Hall. He also painted a portrait of General Sutter, which is said to be in the possession of Alice Cary.

No other artistic name was prominent here until 1857. In that year, at the fifth annual fair at the Mechanics' Institute, meritorious pictures were exhibited, in oil, pencil, India ink, and water colors, by Nahl, Jewett, Shaw, and Officer, whom we have mentioned above; by Alexander Edouart, by H. Eastman, by D. D. Neal, and by several amateurs. Edouart, who is still here, but following the more lucrative business of photography, is an artist of culture and good taste, and has done some excellent portraits and landscapes. He is a Fleming, we believe. H. Eastman has produced some good water-color drawings of California scenery, and is well known as an engraver on wood. D. D. Neal, who was only eighteen years old when he exhibited a landscape in 1857, has since studied in Munich, where he married and now resides, and has made a fine reputation as an architectural painter. A picture by him attracted much attention at the exhibition of the National Academy of Design, New York, 1866. His mediæval interiors bring good prices. Several have been brought to San Francisco, where also copies of a photographic album from his drawings were sold in 1865.

Half a dozen good pictures from abroad and a few rude attempts at sculpture were exhibited in the Mechanics' Fair of 1867. The Art Committee in their report expressed "their surprise and gratification at the rapid stride which the fine arts have made in our infant city," and believed that the State possessed "an abundant artistic talent, yearning to evolve itself, and fertile as our soil, which only awaits the cultivating hand of taste and wealth to foster and promote its growth." At the next annual Fair of the same society, in 1858, the exhibit of pictures and other art objects was certainly very numerous. The names already mentioned are found in the catalogue, and we find besides those of Norton Bush, who had a view of Mount Diablo, in oil; Antoine Claveau, who exhibited views in oil of the Yosemite and Bridal Veil Falls; George H. Burgess, who had some original landscapes in water color; T. J. Donnelly, who had several oil portraits, and F. A. Butman. All these names but those of Claveau and Donnelly are well known. The latter had no real merit, and is no longer living. The name of Mr. Butman, who came here from Maine, is honorably identified with the first decided movement in the direction of what we may call native art, for he undoubtedly gave the first strong impulse to landscape painting in California. Although a few landscapes had been produced here at intervals by Nahl, Jewett, and others, our resident painters had, up to 1858, been obliged to confine themselves mainly to portraiture, Nahl alone doing a variety of work. The diversified scenery of the State was full of inspiration, and had been the theme of many glowing eulogies; but no painter could afford to make exclusive studies of it, to risk his physical comfort on the reproduction of its beauties. Thomas A. Ayers, of New York, who was a man of much artistic promise, commenced a determined experiment in this line, but perished untimely by shipwreck. He was the first individual to explore Yosemite, pencil in hand, and to illustrate its wonders to the gaze of the world.

As early as 1856 he had taken a series of drawings in the valley, which were engraved for *Hutchings' Magazine*, a work that during several years of this period published many clever illustrations of California scenery and curiosities. The first large general view of the Valley was drawn on stone by Charles Nahl from a pastel sketch by Ayers, and painted in lithography by L. Nagel, in 1857. A set of ten of Ayers' drawings was sold after his death, by his friend, for the benefit of his children, for three hundred dollars.

Butman was discursive and enterprising in the selection of his topics. He made many open air studies in color of the most notable mountain and valley scenes in this State and Oregon, travelling on one of his latest trips fully a thousand miles north of San Francisco and sailing some distance up the Columbia river. Yosemite, the Mecca of all our artists, was of course included in his sketching journeys.

The Hartford *Courant* says:—While the Southern Democrats were out on their little excursion under Davis and Lee they killed five thousand Connecticut men. The survivors are invited to elect a President to suit the murderers immediately upon their return.

SUMMER RESORTS.

BELVIDERE AND DELAWARE RAILROAD COMPANY.

"DELAWARE WATER GAP."

NOTICE—For the special accommodation of Passengers desirous of spending Sunday at the DELAWARE WATER GAP, an additional line will leave the Water Gap every MONDAY MORNING at 6 o'clock, arriving in Philadelphia about 11 A. M.

Lines leave Kensington Depot for Delaware Water Gap daily (Sundays excepted) at 7 A. M and 3·30 P. M.
7 25 eod6w W. H. GATZMER, Agent.

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COLLINS' BEACH, DELAWARE,

Is now open for the reception of guests. This favorite place of resort is beautifully situated at a point on the Delaware Bay, a few miles from the Capes. It has a beautiful lawn in front, well shaded, good salt water bathing, sailing, etc. Take steamer Perry Arch street wharf.
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THE CATSKILL MOUNTAIN HOUSE.

This favorite SUMMER RESORT, situated on the CATSKILL MOUNTAINS, State of New York, and commanding the finest view in America, having been recently enlarged, will be open from JUNE 10 to OCTOBER 1.

Terms, $4·50 per day, or $28·00 per week.

Stages connect at Catskill with all of the Hudson River Railroad trains, and the day boats from New York or Albany.

Also with the steamboats Thomas Powell and New Champion, leaving Pier 35, foot of FRANKLIN Street, New York, daily, at 5 P. M. Saturdays at P. M. [6 9 2m] CHARLES L. BEACH, Proprietor

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THE COLUMBIA HOUSE,
At Cape Island, N. J.,

was opened on the 25th of June.

Situated but a few rods from the beach, with three hundred good bathing-rooms standing directly at the surf, and with fine shade trees upon the lawn, this house must surpass any other at the Capes, as well for its outside attractions and conveniences as for its extensive and well regulated interior.

The COLUMBIA has long been sustained by a substantial and select patronage from all parts of the country, and its appointments may be depended upon as strictly first-class. For rooms, etc., address

GEORGE J. BOLTON, Proprietor,
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BOLTON'S HOTEL,
6 12 fmw tf HARRISBURG, Pa.

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ATLANTIC CITY, N. J.

Is now open for the reception of Guests.

Music under the direction of Simon Hassler

Persons wishing to engage rooms can do so by applying to

BROWN & WOELPPER, Proprietors,
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6 2 3m] No. 827 RICHMOND Street.

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CHESNUT SPRINGS,
NEAR WILLOW GROVE AVENUE,
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Two communicating rooms vacant.

Apply on the premises, or at No 1402 WALNUT Street. 7 23

SHIPPING.

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CITY OF PARIS	Saturday, August 1
CITY OF LONDON	Saturday, August 8
CITY OF WASHING'N (via Halifax)	Tuesd'y, Aug. 11
CITY OF BALTIMORE	Saturday August 15
CITY OF BOSTON	Saturday, August 22
ETNA (via Halifax)	Tuesday, August 25
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First Cabin	$100	Steerage	$35
" to London	105	" to London	40
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Passage by the Monday steamers:—Cabin, $90, gold. Steerage, $35, currency. Rates of passage from New York to Halifax—Cabin, $20; Steerage, $10, in gold. Passengers also forwarded to Havre, Hamburg, Bremen, etc., at moderate rates. Steerage passage from Liverpool or Queenstown, $40, currency. Tickets can be bought here by persons sending for their friends. For further information, apply at the Company's office.
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W. H. WEBB, President. CHAS. DANA, Vice-Pres
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NOTICE.—FOR NEW YORK, VIA DELAWARE AND RARITAN CANAL. EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of this line leave DAILY from first wharf below Market street.

THROUGH IN 24 HOURS.

Goods forwarded by all the lines going out of New York, North, East, and West, free of commission.

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At noon, from FIRST WHARF above MARKET Street.

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The new and splendid steamers BRISTOL and PROVIDENCE, leave Pier No. 40 NORTH RIVER, foot of Canal street, adjoining Debrasses Street Ferry, New York, at 5 P. M., daily, Sundays excepted, connecting with steamboat train at Bristol at 4·30 A. M., arriving in Boston at 6 A. M., in time to connect with all the morning trains from that city. The most desirable and pleasant route to the White Mountains. Travellers for that point can make direct connections by way of Providence and Worcester, or Boston.

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Servants	$1·50,	" "
Children	$1·25,	" "

Season Tickets, $10. Carriage Hire extra.

The Lady of the Lake is a fine sea-boat, has handsome state-room accommodations, and is fitted up with everything necessary for the safety and comfort of passengers.
G. H. HUDDELL,
CALVIN TAGGART.
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The steamer S. M. FELTON and ARIEL leave CHESNUT Street Wharf (Sundays excepted) at 8·30 and 9·50 A. M., and 3·50 P. M., returning leave Wilmington at 6·50 A. M., 12·50, and 3·50 P. M. Stopping at Chester and Hook each way.

Fare, 10 cents between all points.

Excursion tickets, 15 cents, good to return by either boat. 6 3 tf

OPPOSITION TO THE COMBINED RAILROAD AND RIVER MONOPOLY.

Steamer JOHN SYLVESTER will make daily excursions to Wilmington (Sundays excepted), touching at Chester and Marcus Hook, leaving ARCH Street wharf at 10 A. M. and 4 P. M.; returning, leave Wilmington at 7 A. M. and 1 P. M.

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L. W. BURNS,
4 28 tf Captain.

DAILY EXCURSIONS.—THE splendid steamboat JOHN A. WARNER leaves CHESNUT Street Wharf, Philada., at 2 o'clock and 6 o'clock P. M., for Burlington and Bristol, touching at Riverton, Torresdale, Andalusia, and Beverly. Returning, leaves Bristol at 7 o'clock A. M. and 4 P. M.

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The BOSTON and NEWPORT LINE, by the splendid and superior steamers NEWPORT, METROPOLIS, OLD COLONY, and EMPIRE STATE, of great strength and speed, constructed expressly for the navigation of Long Island Sound, running in connection with the OLD COLONY AND NEWPORT RAILROAD.

Leave PIER 28, NORTH RIVER, foot of MURRAY Street.

The steamer NEWPORT, Captain Brown, leaves Monday, Wednesday, and Friday, at 4 P. M., landing at Newport.

The steamer OLD COLONY, Captain Simmons, leaves Tuesday, Thursday, and Saturday, at 4 P. M., landing at Newport.

These steamers are fitted up with commodious state-rooms, water-tight compartments, and every arrangement for the security and comfort of passengers, who are afforded by this route a night's rest on board, and on arrival at NEWPORT proceed per railroad again, reaching Boston early on the following morning.

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For further information apply at the Company's Office, No. 6 BOWLING GREEN, New York.
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To avoid imposition, passengers will please come direct to the office, as this Company does not employ runners. 2 26†

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For freight apply at No. 54 SOUTH street, N. Y.
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FROM NEW YORK EVERY WEDNESDAY.
TRIPOLI, ALEPPO.
RATES OF PASSAGE:

Cabin	$80 Gold.
Steerage	$25 Currency.

Steerage tickets from Liverpool or Queenstown at lowest rates.

For Freight and Cabin Passage, apply at No. 4 Bowling Green.

For Steerage Passage, apply at No. 69 Broadway.
2 26† E. CUNARD.

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The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50 NORTH River:—

NAPOLEON	Lemarie
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PRICE OF PASSAGE IN GOLD (including wine), TO BREST OR HAVRE.

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These steamers do not carry steerage passengers.

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American travelers going to or returning from the Continent of Europe, by taking the steamers of this line, avoid unnecessary risks from transit by English railways and crossing the channel, besides saving time, trouble, and expense.
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Cabin (the accommodations being equal to any Atlantic steamer), $80, gold; return tickets, $160, gold; in steerage, $25, currency.

Tickets to bring out passengers from Europe can be obtained on reasonable terms. For freight or passage apply to
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For steerage passage to [2 26†
WILLIAMS & GUION, No. 29 BROADWAY.

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AGENTS FOR THE CELEBRATED
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DEALERS AND CONSUMERS SUPPLIED
LOWEST PRICES FOR CASH. 6 16t

PROPOSALS.

IMPROVEMENT OF OGDENSBURG HARBOR, NEW YORK.

Sealed Proposals, in duplicate, will be received at this office until 12 M. MONDAY, August 10, 1868, for deepening by dredging the harbor of Ogdensburg, New York so as to give twelve feet of water at the lowest stage, in the following places, viz.:—

Section I. On the outer bar across the channel into the upper harbor, northeasterly from the lighthouse, where about 13,000 cubic yards of hard sand is estimated to require removal.

Section II. Between the bridge, the ferry wharf and the Rome Railroad depot, where, it is estimated, about 25,000 cubic yards of very hard "hard-pan," with gravel and small boulders, must be taken out.

All the material (which will be measured in the scows) must be dumped at least half a mile below the outer bar, in deep water, at a point to be marked.

The work must be commenced as soon as possible, and no later than Sept. 15 1868, continued as long as possible this season, and completed by the 30th of November, 1869.

Bidders must propose for each section separately, and separate contracts will be made for each.

Bids must be made upon printed blanks, which can be procured at this office (or similar written ones), which must be properly filled up and signed as indicated. All the information possessed at this office will be given to bidders, *but all wishing to contract are particularly requested to examine at Ogdensburg before sending in their bids.*
C. E. BLUNT,
Lieut.-Col. Engineers and Brevet-Col. U. S. A.
U. S. ENGINEER OFFICE, }
OSWEGO, N. Y., July 14, 1868. } 7 16 20t

FITLER, WEAVER & CO.,
MANUFACTURERS OF
MANILLA AND TARRED CORDAGE, CORDS TWINES, ETC.,
No. 23 North WATER Street, and
No. 22 North DELAWARE Avenue.
PHILADELPHIA.
EDWIN H. FITLER, MICHAEL WEAVER,
CONRAD F. CLOTHIER. 2 14½

PENNSYLVANIA HOSPITAL.
PHILADELPHIA, January 28, 1868.

The attending Managers are:—
S. Morris Wain, No. 138 South Delaware avenue.
Adolph E. Borie, No. 153 Dock street.

Attending Physician—Dr. J. M. Da Costa, No. 1008 Spruce street.

Attending Surgeons—Dr. Addinell Hewson, No. 135 South Fifteenth street; Dr. D. Hayes Agnew, No. 16 North Eleventh street.

The Physicians and Surgeons attend at the Hospital every day (Sundays excepted), to receive application for admission.

Persons seriously injured by accident are always admitted if brought to the Hospital immediately thereafter. 2 27f

CHEMICAL AGENTS.

How Sulphuric, Nitric, and Muriatic Acids are Made.

From the N. Y. Evening Post.

There are very few persons, aside from those actually engaged in the manufacture of "acids," or in the trades immediately connected therewith, who have an adequate idea of the immense quantities of powerful chemical agents of various sorts which are consequently demanded by the exigencies of various trades and manufactures. The number of "chemical works" and the enormous amount of active capital invested are almost incredible to those, even business men, whose attention has not chanced to be turned in that particular direction. The large quantities of petroleum thrown upon the market by the discoveries of the past ten years, and the adaptation of this substance to new uses, to which its present cheapness and abundance make it peculiarly applicable, have produced a corresponding increase of the facilities for manufacturing the purifying agents necessary to fit the crude article for market.

The increased amount of capital invested also in the several other manufactures which depend for their prosecution upon the salts and acids of the chemical works, has called for a like increase in the producing capacity of those works. This has been promptly met both by the enlargement of some of the older factories, and by the erection of new establishments. Sulphuric, nitric and muriatic acids are in daily demand by the ton, and to meet this call an amount of money has been put into the business during the few late years, which has increased by at least five times the number of chemical works in the country, and by at least twenty times their producing capacity.

The three principal products of an ordinary chemical work are sulphuric acid, nitric acid, and muriatic acid. There are also a number of other acids and salts of less value, which are chiefly extracted from the surplus of the material employed in making the more important articles, and the manufacture of which, as a speciality, would hardly be remunerative.

SULPHURIC ACID.

Sulphuric acid, known as oil of vitriol, has many uses in the arts. Besides its employment in the refining of crude petroleum, it is extensively used by iron founders, its special object being to clean from fresh castings the cinder and scale, thus leaving the casting bright and clean. In order to accomplish this a "pickle" is made of sulphuric acid and water, into a vat of which mixture the freshly cooled castings are plunged: the immersion is prolonged for a greater or lesser time, according to the condition of the iron work as to size, ornamentation, etc., and according, also, to the strength of the "pickle."

Hatters also use considerable quantities of this acid. Paper mills call for large quantities for bleaching or discharging the color and grease from rags. Dyers also bleach some of their goods with this acid, and employ it besides in other branches of their calling. Every brass, copper, and iron foundry; every shop which uses any of the baser metals; the type-founder, the coppersmith—all, in fact, of the metal-workers—use this powerful agent, either as a necessity or an adjunct to their trade. It is also largely employed in the manufacture of super-phosphates for manures. Aside from all those are the chemist, the apothecary, the bank-note printer, and many other workers who have need for the oil of vitriol. We have, however, specified the smaller channels through which the greater streams which flow from the works are scattered. Now, a few words as to the way it is made.

Sulphuric acid, as its name implies, is made in great part from sulphur or brimstone, and a considerable part of this material is brought direct from the sides of volcanoes, and the adjacent plains thereabout. Nitre, or saltpetre is the other main ingredient in the making of this substance. The acid is obtained by condensing the commingled fumes of the two before mentioned substances, which are burned or roasted in company. A furnace holds one hundred pounds of brimstone. At the back of the furnace floor is a chimney or "stack," up which the fumes of the burning material rise. The "charge" of sulphur—about one hundred pounds—having been evenly spread over the floor of the furnace and ignited, the nitre, in the proportion of from seven to ten pounds of nitre to one hundred of sulphur, is added. The nitre is usually placed in iron pots, is set on fire, then passed into the furnace and the blazing pot rested on the surface of the burning mass of sulphur; by this means the fumes of the two substances, the sulphur and the nitre, combine, imperfectly and pass together up the "stack" or chimney at the rear end of the burning floor. These vapors rise to an upper part of the building, where, by an ingenious application of steam power, they are thoroughly and perfectly mixed and prepared for the condensation. Sometimes, instead of the nitre in bulk being employed, nitric acid is (at a later stage of the process, however,) combined with brimstone. To burn a hundred pound furnace "charge" of brimstone and nitre properly takes about four hours time, during which it is constantly though slowly burning, and is most carefully watched by the attendants.

The thorough mixing of the sulphuric and nitric fumes by steam is performed in an enormous upper room, which is a curiosity in itself. It is an apartment two hundred feet long by twenty-five feet wide and twenty-three feet high, made entirely of heavy sheet lead, weighing five pounds to the square foot. This chamber is divided by a leaden partition midway. Lead is the only available material that will resist the intensely corrosive action of the freshly distilled acid.

From this receiving room the now commingled fumes are passed into a second chamber, where the mixing is perfected. In the French system, there are five consecutive mixing chambers, the object being to secure a perfect homogeneity of vapor. Upon the sides and top of these lead-lined chambers the acid now condenses in heavy thick drops, which run down upon the bottom or floor whence the fluid is drawn off by means of syphons.

There is, however, a considerable portion of the vapor which does not resolve itself into a dew in the condensing chamber, but still retains its volatile form; this residue is passed from the leaden room into a large brick tower four feet square by twenty-five feet high; this tower called a "condensing column," has leaden slats inside, and is filled in with coke, and here the refractory fumes that refused to condense in the proper chambers are reduced to the liquid form, and are in their turn drawn off hence and mixed with the other and kindlier liquor. Lest, however, there should be still some uncondensed vapor yet remaining, a second "column" is provided, connected with the other one at the bottom by a tube, so that its only outlet is at the top, and no appreciable quantity of the sulphuric fumes ever struggles through the layers of lead and coke to escape at the top of tower No. 2, so that it may be fairly said the product of the furnace combustion is all saved.

The acid being drawn off by syphons into lead-lined iron pans, the water is evaporated, and the pure acid is then put up in "carboys" or glass demijohn shaped vessels. These are carefully enclosed, each one in a stout casing of heavy plank, with its mouth secured by canvas, twine, and tar, in order that accident by breakage may be as far as possible guarded against. Each holds from one hundred and fifty to one hundred and seventy-five or one hundred and eighty pounds of acid.

The Phœnix Chemical Works burn, in their fifteen furnaces, in the manufacture of sulphuric acid alone, three tons of brimstone per day. A pound of this material yields, when combined with its just proportion of nitre three pounds of acid; and so the daily product of this single establishment is fully equal to nine tons of sulphuric acid daily.

NITRIC ACID.

Nitric acid, one form of which is popularly known as "aqua fortis," is, for the sake of convenience, generally manufactured wherever sulphuric acid is made. The uses of this chemical agent are many, it being employed for several of the purposes to which sulphuric acid is applied, and having also many special merits of its own. It is very largely used in all the operations of photography, and without it our whole system of electric telegraphy would for the time be broken up. It is also much employed in the trades and manufactures, being of especial value to dyers and all who work in colors.

Nitric acid is made from nitrate of soda (nitre) and sulphuric acid. These are placed in a cylinder, six feet long by three feet in transverse diameter, as a "charge" five hundred pounds of nitrate of soda (nitre) and four hundred pounds of sulphuric acid. These cylinders are arranged in sets of three or more, and under them is a furnace floor with an intense fire therein. The cylinders having received their proper "charge," the doors are closed and sealed, leaving no egress for the fumes driven off by the heat, save through a tube into a condenser to be hereafter described. The fires are kindled, and by the action of the heat the nitre and the soda, which form the nitrate of soda, are separated, and the sulphuric acid, having a strong affinity for the soda, instantly combines with that substance, forming sulphate of soda, otherwise known as "soda ash" or "Glauber's salts;" the nitre being thus left free, is at once volatilized, and in the form of vapor passes from the cylinder, through the escape tube, into the condensers. These condensers are a set of large glass jars, arranged on a pyramidal stand or frame in the form of a double inclined plane fifteen or twenty feet high. There is another style of condenser known as "Wolfe's apparatus," which consists of a series of stone jars connected by glass arms. The principle in both is the same, the fumes or vapor being condensed by being cooled, and then falling into the troughs in the form of a liquid, whence it is syphoned off into the carboys. A single cylinder charged, as hereinbefore described, with five hundred pounds of nitre and four hundred of sulphuric acid, yields three hundred and fifty pounds of nitric acid, the greater part of the rest of the weight remaining in the cylinder in the form of Glauber's salts or soda ash.

MURIATIC ACID.

Muriatic acid, though of far less importance in the arts, and having a commercial status of nothing like the importance of either of the other acids spoken of, still deserves a word of mention from the fact that it is always manufactured at the establishment which turns out the others. This acid is principally, or at any rate, very largely used for bleaching, and is in great request by paper-makers, dyers, and others who have occasion for a safe and speedy bleaching agent. Muriatic acid is made from muriate of soda (common salt) and sulphuric acid. The principle is the same, and the process nearly so, as those which obtain in the manufacture of nitric acid. The muriate of soda, and the sulphuric acid being heated together, the soda and the muriatic acid are separated—the sulphuric acid gratifies its strong affinity for the soda, entering into a combination known as sulphate of soda, while the muriatic acid, being fresh, is vaporized by the heat, and carried off and condensed by the same apparatus, and in precisely the same manner, as is the nitric acid already described. From a cylinder, charged as before stated with the proper weight of muriate of soda and sulphuric acid, about four hundred pounds of muriatic acid are obtained.

In the general market the wholesale prices of the acids by the carboy are about as follows:—

Sulphuric acid, per pound	. .	2½ cents.
Nitric acid	do	. . 12 to 14 "
Muriatic acid	do	. . 3½ "

It will easily be seen that when a single concern turns out ten to fifteen tons per day, the manufacture of the working acids for the arts and trades is a business of immense importance, and of special interest to all who rejoice in the true prosperity of the land.

Hawaii.

From the Overland Monthly.

"The islands are believed to contain 500,000 acres of arable and pasture land. Of this, 100,000 acres are adapted to the sugar cane, but not above 20,000 are so cultivated, producing an average of 4000 pounds per acre. These islands sent to California, during the last fiscal year, 14,219,414 pounds, and other countries the balance of 40,000,000 pounds. Merchants in the eastern States imported 810,000,000 pounds from other countries.

"The advent hence to the Hawaiian islands of capital, commercial enterprise, and additional labor, sufficient to develop their resources, it is believed would be justified by the operation of the treaty. If this were practicable the islands might supply to us nearly one-half of the entire consumption of sugar in the United States. And much might be said of the other productions of that country—molasses, paddy, rice, coffee, fungus, pulu, wool, cotton, hides, and tallow, and the various tropical fruits.

"The mercantile activity at the Islands has always been among the foreigners, and has been dependent almost wholly upon the activity and prosperity of the whalers who resort there for supplies and refreshment. That interest has declined much of late years, and a feeling is now prevalent there that some effort must be made or their commerce will entirely fail. The treaty, therefore, has the support of that class of the community. The King and Government hope for its ratification also as of benefit to their country. The King himself is not personally friendly to the United States, from his chagrin at the treatment he received when travelling in this country ten years ago, and where the all but 'black prince' learned by experience that 'negroes were not allowed to sit at the *table d'hote;*' while in England and on the Continent he was received as one included within that divinity which 'doth hedge a king.' Most of his ministers and advisers, also, being Englishmen, Frenchmen and apostate Americans, apart from their certain loss of places of emoluments in case of annexation, favor the treaty in opposition to real American interests, knowing that no idea of annexation to the republic could outlive the ordeal of prosperity which they think would obtain under the treaty. With all the commercial advantages of intercourse which exists between the States, why should any one there think of annexation?

"The treaty would undoubtedly sustain the apparent falling fortunes of that kingdom, and would stimulate its planters and merchants to new activity. But that is no argument to us for its ratification. Moreover, a treaty is only ephemeral at best, and capital is too sensible to emigrate with no security longer than seven years, the term fixed in this instrument. Half of that time would pass before there could be any returns. And we look in vain through the treaty for any reciprocity. We can find as resulting to our country only the certain loss of all that duty upon imported articles which, in the event of the great predicted increase of commerce under the treaty, would then come from those islands, which duty would otherwise amount annually to several millions of dollars. We see most of the energy of the islands devoted to the production of the inferior grades of sugars, and other articles in the schedule. We see no public gain to compensate our loss, and only the private emolument of a few manufacturers to whose manipulations we should all have to render compensation."

Wrecks in Lake Erie.

There are at different points in Lake Erie, wrecks which, though many years since they were deposited, are yet in an excellent state of preservation. From Captain Hackett, of Malden, who has just arrived at Detroit from a wrecking expedition around either shore of the above lake in search of lost anchors and other lost property, the Detroit *Post* is placed in possession of much that is of interest on this point:—

"It will be remembered by many who are now living that during the season of 1833 the fine steamer Washington, commanded by Captain Augustus Walker, was wrecked on Long Point, on the first trip she ever made. She was a splendid steamer and a perfect model for those times. Notwithstanding thirty-five years have elapsed since that event, the boilers, and a considerable portion of the wreck lies in its original position, and, if recovered, would serve in some capacity many years to come.

"Not far distant from the Washington rests the Atlantic, which, in a still day, is plainly visible, and aside from the disappearance of her upper works, has met with little or no change. At Long Point Cut there are yet remaining a considerable portion of the schooner Conductor, which was sacrificed in the terrible gale of November, 1834. Below the Point are the Corinthian and Arcturus—the former with her decks entirely gone, but otherwise in apparently good condition, the latter much the same as when visited early the last spring. Farther down Lake Erie, and in the vicinity of Point Albino, may be seen the schooner Pennsylvania, or what is left of her, which met her fate in the gale of October, 1844, with the loss of all hands."

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Scranton, Carbondale, and all the points in the Lehigh and Wyoming Coal Region.

Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN streets.

SUMMER ARRANGEMENT—ELEVEN DAILY TRAINS—On and after MONDAY, May 20, 1868, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sundays excepted), as follows:—

At 6·45 A. M.—Accommodation for Fort Washington.

At 7·45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Railroads for Easton, Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming Valleys; also in connection with Lehigh and Mahanoy Railroad for Mahanoy City; and with Catawissa Railroad for Rupert, Danville Milton, and Williamsport. Arrive at Mauch Chunk at 12·05 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 11·55 A. M. for Easton, and points on New Jersey Central Railroad to New York.

At 8·45 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville, by this train take Stage at Old York Road.

At 10·20 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations.

At 1·45 P. M.—Lehigh Valley Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Centralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions.

At 2·35 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 3·15 P. M.—Lehigh and Susquehanna Express for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, and Scranton. Passengers for Greenville take this train to Quakertown, and for Sumneytown to North Wales.

At 4·15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville take stage at Abington; for New Hope at Doylestown.

At 5·00 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Lehigh and Susquehanna Evening Train for Easton, Allentown Mauch Chunk.

At 6·20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 11·30 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9·00 and 11·05 A. M., 2·00 and 8·30 P. M.

11·05 A. M. and 2·00 P.M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahanoy City, and Hazleton.

Passengers leaving Wilkesbarre at 1·45 P. M. connect at Bethlehem at 6·05 P. M., and arrive in Philadelphia at 8·30 P. M.

From Doylestown at 8·25 A. M., 5·00 and 7·00 P. M.

From Lansdale at 7·30 A. M.

From Fort Washington at 9·30, 10·45 A. M. and 3·1 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9·30 A. M.
Philadelphia for Doylestown at 2·00 P. M.
Doylestown for Philadelphia at 7·00 A. M.
Bethlehem for Philadelphia at 4·30 P. M.

Fifth and Sixth Streets Passenger Cars convey passengers to and from the new depot.

White Cars of Second and Third Streets Line and Union Line run within a short distance of the depot.

Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.

ELLIS CLARK, Agent.

Tickets sold and Baggage checked through to principal points, at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, April 13, 1868, Trains will leave as follows:—

Leave Philadelphia from the Depot, THIRTY-FIRST and CHESNUT Streets, 7·15 A. M., 11 A. M., 2·30 P. M., 4·15 P. M., 4·50 P. M., 7 P. M., 11 P. M.

Leave West Chester for Philadelphia, from Depot on east Market street, at 6·15 A. M., 7·15 A. M., 7·30 A. M., 10·45 A. M., 1·55 P. M., 4·50 P. M., 6·55 P. M.

On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 5·30 P. M.

Trains leaving West Chester at 7·30 A. M., and leaving Philadelphia at 4·50 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7·15 A. M., and going West will take train leaving Philadelphia at 4·50 P. M., and transfer at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut Street cars. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia at 8·00 A. M., and 2·00 P. M.
Leave West Chester at 7·45 A. M., and 5·00 P. M.

Trains leaving Philadelphia at 7·15 A. M., and 4·50 P. M., and leaving West Chester at 7·30 A. M., and 4·50 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points.

Passengers are allowed to take Wearing Apparel only, as Baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD, General Sup't.

Philadelphia, April 1st, 1868. 4 10

FOR CAPE MAY VIA WEST JERSEY RAILROAD.—From foot of MARKET Street (Upper Ferry). Commencing SATURDAY, July 18, 1868. Trains leave as follows for Cape May:—

9·00 A. M., Cape May Express, due at 12·25 (noon).
3·15 P. M., Cape May Passenger, due at 7·15 P. M.
4·00 P. M., Fast Express, due at 6·35 P. M.

RETURNING LEAVE CAPE ISLAND.

6·30 A. M., Morning Mail, due at 10·06 A. M.
9·00 A. M. Fast Express, due at 12·07 P. M.
5·00 P. M., Cape May Express, due at 8·22 P. M.

Sunday Mail and Passenger train leaves Philadelphia at 7·15 A. M. Returning leaves Cape Island at 5·10 P. M. Excursion Tickets, $3.

Cape May Freight trains leave Camden daily at 9·20 A. M., and Cape Island at 6·45 A. M.

Commutation Tickets between Philadelphia and Cape May, at the following rates:—

Annual Tickets, $100; Quarterly Tickets, $50, for sale at the office of the Company in Camden, N. J.

Through Tickets can be procured at No. 828 Chesnut street (under the Continental Hotel), where orders can also be left for Baggage, which will be called for and checked at residences by the Union Transfer Company.

WEST JERSEY RAILROAD LINES.

For Bridgeton, Salem, Millville, Vineland, and intermediate stations, at 8·00 A. M. and 3·30 P. M.

For Cape May, 9·00 A. M., 3·15 P. M., and 4 P. M.

Woodbury Accommodation train at 6·00 P. M.

Bridgeton and Salem Freight Train leaves Camden daily, at 12 (noon).

Commutation Checks between Philadelphia and all stations at reduced rates.

WILLIAM J. SEWELL, Superintendent.

July 2, 1868.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD—SUMMER ARRANGEMENT.—On and after MONDAY, April 13, 1868, trains will leave the Depot, THIRTY-FIRST and CHESNUT Streets, West Philadelphia, as follows:—

At 7·15 A. M. and 4·50 P. M., and leave Rising Sun at 5·15 A. M., and Oxford at 6 A. M., and leave Oxford at 3·25 P. M.

A Market Train, with Passenger Cars attached, will run on TUESDAYS and FRIDAYS, leaving the Rising Sun at 11·05 A. M.; Oxford, 11·45 A. M.; and Kennett, 1 P. M.; connecting at West Chester Junction with a train for Philadelphia.

On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 2·30 P. M.; runs through to Oxford.

The train leaving Philadelphia at 7.15 A. M. connects at Oxford with daily line of stages for Peach Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with Afternoon Train for Philadelphia.

The train leaving Philadelphia at 4·50 P. M. runs to Rising Sun, Maryland.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same.

HENRY WOOD,
General Superintendent.

4 10

THROUGH LINE BETWEEN WASHINGTON PHILADELPHIA, AND NEW YORK.

Trains between Washington and New York are now run as follows, viz.:—

FOR NEW YORK, without change of cars.

Leave daily (except Sunday) at 7·45 A. M., 12·30 and 7 P. M.

FOR PHILADELPHIA.

Leave daily (except Sunday) at 7·45 and 12·15 P. M., and 4·30 and 7 P. M.

ON SUNDAY.

Leave for New York and Philadelphia at 7 P. M. only.

SLEEPING CARS for New York on 7 P. M. train daily.

Through Tickets to Philadelphia, New York, or Boston, can be had at the Station Office at all hours in the day, as well as at the new office in the Bankers' and Brokers' Telegraph Line, No. 348 Pennsylvania avenue, between Sixth and Seventh streets.

See Baltimore and Ohio Railroad advertisement and schedule between Washington, Baltimore, Annapolis, and the West.

J. L. WILSON, Master of Transportation,
L. M. COLE, General Ticket Agent,
2 25†] GEO. S. KOONTZ, Agent, Washington.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its branches.

By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandise consigned to the above named points.

Goods delivered at the Through Freight Depot, S. E. corner of FRONT and NOBLE Streets, Before 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M. of the succeeding day. [7 2]

ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 320 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

22†

JOHN BINGHAM, Superintendent.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas. Summer Arrangement of Passenger Trains, Monday, May 4, 1868, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATIONS.—At 7·30 A. M. for Reading and all intermediate stations, and Allentown.

Returning, leaves Reading at 6·30 P. M., arriving in Philadelphia at 9·10 P. M.

MORNING EXPRESS.—At 8·15 A. M., for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7·30 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.—Leaves Philadelphia at 3·30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6·45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9·05 A. M. Returning leaves Philadelphia at 4·30 P. M.; arrives in Pottstown at 6·25 P. M.

READING ACCOMMODATION.—Leaves Reading at 7·30 A. M., stopping at all way stations; arrives in Philadelphia at 10·15 A. M.

Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 8·00 P. M.

Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 8·45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2·05 P. M., and Pottsville at 2·45 P. M.; arriving at Philadelphia at 6·45 P. M.

Harrisburg accommodation leaves Reading at 7·15 A. M., and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·30 P. M., arriving in Philadelphia at 9·10 P. M.

Market train, with a Passenger car attached, leaves Philadelphia at 12·45 noon for Pottsville and all Way Stations; leaves Pottsville at 7 A. M. for Philadelphia and all other Way Stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8·00 A. M., and Philadelphia at 3·15 P. M.; leave Philadelphia for Reading at 8·00 A. M., returning from Reading at 4·25 P. M.

CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·45 and 4·30 P. M. trains from Philadelphia, returning from Downingtown at 6·30 A. M., 1·00, and 5·45 P. M.

PERKIOMEN RAILROAD.—Passengers for Collegeville take 7·30 A. M. and 4·30 P. M. trains from Philadelphia, returning from Collegeville at 7·01 A. M. and 1·39 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 5·00 and 8·00 P. M., passing Reading at 1 A. M., 1·50 and 10·10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pittsburg, at 3 and 5·25 A. M., 9·35 P. M., passing Reading at 4·49 and 7·06 A. M., and 11·40 P. M., arriving at New York, 10·10 and 11·45 A. M., and 5·00 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 8·10 A. M. and 2·05 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6·30, 11·00 A. M., and 7·15 P. M., returning from Tamaqua at 7·35 A. M. and 1·40 and 4·35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7·55 A. M. for Pinegrove and Harrisburg, and at 12·45 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3·55 P. M., and from Tremont at 7·40 A. M., and 5·35 P. M.

TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate Stations by Reading and Pottstown Accommodation Trains at reduced rates.

The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicholls, General Superintendent, Reading.

Commutation Ticket at 25 per cent. discount, between any points desired, for families and firms.

Mileage Tickets, good for 2000 miles, between all points, at $52·50 each, for families and firms.

Season Tickets, for three, six, nine, or twelve months, for holders only, to all points at reduced rates.

Clergymen residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at half fare.

Excursion Tickets from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

Freight Trains leave Philadelphia daily at 5·30 A. M., 12·45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

Mails close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M.

BAGGAGE.—Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

PENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME, TAKING EFFECT MAY 11, 1868.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut Streets cars run within one square of the Depot.

On Sundays—The Market Street cars leave Front and Market streets thirty-five minutes before the departure of each train.

Sleeping Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnut streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:—

Mail Train	8·00 A. M.
Paoli Accommodation, No. 1	10·00 A. M.
Fast Line	12·00 M.
Erie Express	12·00 M
Paoli Accom. Nos. 2, 3, and 4—1·00, 6·00 and	10·30 P. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·00 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail	11·15 P. M.
Philadelphia Express	11·15 P. M.
Accommodation	11·30 P. M.

Erie Mail leaves daily, except Saturday.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5·00 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express	1·35 A. M.
Philadelphia Express	7·10 A. M.
Paoli Accommodation, No. 1	8·20 A. M.
Erie Mail	7·10 A. M.
Parkesburg Train	9·10 A. M.
Fast Line	9·35 A. M.
Lancaster Train	12·30 P. M.
Erie Express	5·00 P. M.
Paoli Accommodation, Nos. 2 and 3. 3·40 and	7·10 P. M.
Day Express	5·00 P. M.
Harrisburg Accommodation	9·50 P. M.

For further information apply to

JOHN C. ALLEN, Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,
4 2 General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD—TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 3¼, 3½, 4, 5, 5¾, 6·10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 5, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8·20 Down Train, and 3¼ and 5¾ Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9¼ A. M., 2, 7, 10¾ P. M.
Leave Germantown 8¼ A. M., 1, 6, 9¾ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12, A. M., 2, 3¼, 5¾, 7, 9 and 11 P. M.

Leave Chestnut Hill 7·10, 8, 9·40, and 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40 and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia 9¼ A. M. 2 and 7 P. M.
Leave Chestnut Hill 7·50 A. M. 12·40, 5·40 and 9·25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M. 1½, 3, 4½, 5½, 6¼, 8·05 and 11½ P. M.

Leave Norristown 5·40, 7, 7·50, 9, and 11 A. M., 1½, 3, 4½, 6¼, and 8½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2·30 and 7·15 P. M.
Leave Norristown 7 A. M., 5·30 and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5¼, 6¼, 8·05, and 11½ P. M.

Leave Manayunk 6·10, 7½, 8·20, 9½, and 11½ A. M., 2, 3½, 5, 6¼, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½ and 7¼ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.

W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

GET THE BEST—THE HOLY BIBLE—HARDING'S Editions—Family, Pulpit and Pocket Bibles in beautiful styles of Turkey Morocco and antique bindings. A new edition, arranged for photographic portraits of families.

WM. W. HARDING, Publisher,
No. 326 CHESNUT Street below Fourth

RAILROAD LINES.

1868.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES. FROM WALNUT STREET WHARF.

At 5·30 A. M., via Camden and Amboy Accommodation	$2·25
At 8 A. M., via Camden and Jersey City Express Mail	3·00
At 2 P. M., via Camden and Amboy Express	3·00
At 3·30 P. M., via Camden and Jersey City Express	3·00

At 6 P. M., for Amboy and intermediate stations.

At 5·30 and 8 A. M., 2 and 3·30 P. M., for Freehold.

At 8 and 10 A. M., 2, 3·30 and 4·30 P. M. for Trenton.

At 5·30, 8, and 10 A. M., 1, 2, 3, 3·30, 4·30, 6, and 11·30 P. M. for Bordentown, Burlington, Beverly, and Delanco.

At 5·30 and 10 A. M., 1, 2, 3, 3·30, 4·30, 6, and 11·30 P. M., for Florence.

At 5·30 and 10 A. M., 1, 3, 4·30, 6, and 11·30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. 2 P. M. for Riverton and 3·30 P. M. for Palmyra.

At 5·30 and 10 A. M., 1, 3, 4·30, 6, and 11·30 P. M. for Fish House.

The 1 and 11·30 P. M. Lines leave from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare $3.

At 7 and 11 A. M., 2·30, 3·30, and 5 P. M. for Trenton and Bristol. And at 10·15 A. M. for Bristol.

At 7 and 11 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.

At 7 and 10·15 A. M., 2·30, and 5 P. M. for Schencks and Eddington.

At 7 and 10·15 A. M., 2·30, 4, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT, via Connecting Railway.

At 9·30 A. M., 1·30, 6·30, and 12 P. M. New York Express Lines, via Jersey City. Fare $3·25.

At 1 A. M., Emigrant Line. Fare, $2.

The 9·30 A. M., and 6·30 P. M. Lines will run daily. All others, Sundays excepted.

At 9·30 A. M., 1·30, 6·30, and 12 P. M. for Trenton.

At 9·30 A. M., 6·30 and 12 P. M. for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Chesnut street, 30 minutes before departure. The cars on Market street Railway run direct to West Philadelphia Depot; Chesnut and Walnut within one square. On Sundays the Market street cars will run to connect with the 9·30 A. M. and 6·30 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES.
From Kensington Depot.

At 7·00 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7·00 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS,
From Market St. Ferry (upper side.)

At 8 A. M., 1, 4, and 6·15 P. M., for Merchantsville, Moorestown Hartford, Masonville, Hainsport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 1 and 4 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

Fifty pounds of baggage only are allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to one dollar per pound, and will not be liable for any amount beyond $100, except by special contract.

Tickets sold and baggage checked direct through to Boston, Worcester, Springfield, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utica, Rome, Syracuse, Rochester, Buffalo, Niagara Falls, and Suspension Bridge.

An additional Ticket Office is located at No. 828 Chesnut street, where Tickets to New York and all important points North and East may be procured. Persons purchasing Tickets at this Office can have their baggage checked from residence or hotel to destination by Union Transfer Baggage Express.

LINES FROM NEW YORK FOR PHILADELPHIA.

Will leave from foot of Courtland street at 7 A. M., 1 and 4 P. M., and 12 night via Jersey City and Camden; at 6·30 P. M. via Jersey City and Kensington; at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Philadelphia.

From Pier No. 1 North River at 5·30 A. M. Accommodation, and 2 P. M. Express, via Amboy and Camden.

WILLIAM H. GATZMER,
6 15 Agent.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

TIME TABLE,

commencing MONDAY, April 13, 1868. Trains will leave Depot corner of BROAD Street and WASHINGTON Avenue as follows:—

Way-Mail Train at 8·30 A. M. (Sundays excepted) for Baltimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for Crisfield and intermediate Stations.

Express Train at 12·00 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 3·30 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·00 P. M. (Daily) for Baltimore and Washington, stopping at Perryville and Havre-de-Grace. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 12.00 M. Train. Via Crisfield will take the 11·00 P. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, 7·00, and 11·30 (daily) P. M. The 5·00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 7·00 and 8·10 A. M. (daily), 1·30 4·15, and 7·30 (daily) P. M. The 8·10 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7·25 A. M., Way-Mail; 9·40 A. M., Express; 2·25 P. M., Express; 6·35 P. M., Express; 8·55 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE,

Leaves Baltimore at 8·55 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at North-East, Elkton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore.

Through tickets to all points West, South, Southwest, may be procured at the Ticket Office, No. 828 CHESNUT Street, under the Continental Hotel, where, also, state-rooms and berths in sleeping cars can be secured during the day. Persons purchasing tickets at this office can have their baggage checked at their residence by the Union Transfer Company.

4 8

H. F. KENNEY, Superintendent.

SHORTEST ROUTE TO THE SEA-SHORE!

CAMDEN AND ATLANTIC RAILROAD.

SUMMER ARRANGEMENT.
FIVE TRAINS DAILY TO ATLANTIC CITY.

On and after SATURDAY, July 4, trains will leave VINE Street Ferry as follows:—

Special Excursion	6·15 A. M.
Mail	7·30 A. M.
Freight, with passenger car attached	9·15 A. M.
Express (through in two hours)	2·00 P. M.
Atlantic Accommodation	4·15 P. M.
Returning, leave Atlantic	
Special Excursion	5·18 P. M.
Mail	4·20 P. M.
Freight, with passenger car	11·40 A. M.
Express (through in two hours)	7·10 A. M.
Accommodation	5·50 A. M.

Junction Accommodation to Arco and intermediate stations, leaves Vine street......5·30 P. M.
Returning, leaves Arco......6·25 A. M.

Haddonfield Accommodation Train leaves
Vine street......10·15 A. M. and 2·00 P. M.
Leave Haddonfield......1·00 P. M. and 3·15 P. M.

Sunday Mail Train to Atlantic,
Leaves Vine street......7·30 A. M.
Leaves Atlantic......4·20 P. M.

Fare to Atlantic, $2. Round trip tickets, good only for the day and train on which they are issued, $3.

The Philadelphia Local Express Company, No. 625 CHESNUT Street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City.

Additional ticket offices have been located in the Reading Room of the Continental Hotel, and at No. 625 CHESNUT Street.

7 3

D. H. MUNDY, Agent.

PHILADELPHIA AND ERIE RAILROAD.—

SUMMER TIME TABLE.

Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, to the Northwest, and the Great Oil Region of Pennsylvania. ELEGANT SLEEPING CARS on all Night Trains.

On and after MONDAY, May 11, 1868, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD.		
Mail Train	leaves Philadelphia	11·15 A. M.
" "	leaves Williamsport	8·20 P. M.
" "	arrives at Erie	8·50 P. M.
Erie Express	leaves Philadelphia	12·00 noon
" "	leaves Williamsport	8·52 P. M.
" "	arrives at Erie	10·05 A. M.
Elmira Mail	leaves Philadelphia	8·00 A. M.
" "	leaves Williamsport	6·28 P. M.
" "	arrives at Lock Haven	7·45 P. M.
EASTWARD.		
Mail Train	leaves Erie	11·00 A. M.
" "	leaves Williamsport	10·15 P. M.
" "	arrives at Philadelphia	7·10 A. M.
Erie Express	leaves Erie	7·40 P. M.
" "	leaves Williamsport	8·15 A. M.
" "	arrives at Philadelphia	5·00 P. M.

Mail and Express connect with Oil Creek and Allegheny River Railroad. Baggage checked through.

ALFRED L. TYLER,
111 General Superintendent.

AUCTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH Street.

SALE OF REAL ESTATE AND STOCKS.

At the Exchange on Tuesday, August 4, at 12 o'clock, noon.

LARGE and VALUABLE GRAVEL LOT, 2⅝ ACRES, Montgomery avenue, Southeast from the Willow Grove road, Chesnut Hill.

LARGE and VALUABLE LOT, 4½ acres, Willow Grove road and Montgomery avenue.

MODERN TWO-STORY BRICK DWELLING, No. 619 S. Ninth street, has gas bath, etc.

By order of the Commissioner of Markets and City Property—LARGE and VALUABLE LOT and improvements, south side of Buttonwood street, east of Broad—two fronts—101 feet front, 115½ feet to Bacon street.

TRACT OF TIMBER LAND, 100 acres, Lawrence township, Clearfield county, Pa.

ELEGANT MODERN RESIDENCE, Washington street, borough of Media, has the modern conveniences; lot 200 by 148 feet.

28 shares Harrisburg Railroad.
$1000 Harrisburg Railroad 6 per cent. bond.
20 shares Kensington Bank.
1 share United Firemen's Insurance Co.
$6000 Salem Coal Co 7 per cent. bond.
1 share Point Breeze Park.
18 shares Fourth National Bank.

[7 31 3t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom st.

Sale at No. 529 Chesnut street.

VERY SUPERIOR WALNUT FURNITURE, HANDSOME BRUSSELS CARPET, CANE SEAT CHAIRS, DOUBLE HARNESS, SUPERIOR SEWING MACHINES, ETC.

On Monday Morning,

At 10 o'clock, at the Auction Rooms, by catalogue—Very desirable Furniture, including—Superior walnut parlor furniture, 2 handsome oiled walnut chamber suits, superior extension tables, lounges, handsome Brussels and other carpets, mattresses, platform scales, push cart, China, feather beds, superior sewing machines, made by Wheeler & Wilson, and others.

Also, 60 handsome oiled walnut cane-seat chairs, suitable for dining-room, chamber, and parlor. [7 31 2t

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BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

FIRST LARGE PEREMPTORY SALE OF 2000 CASES BOOTS, SHOES, TRAVELING BAGS ETC., ETC.

On Tuesday Morning,

Aug. 4, at 10 o'clock, on four months' credit. [7 29 5t

FIRST LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS,

On Thursday Morning,

Aug. 6, at 10 o'clock, on four months' credit. [7 29 7t

FIRST LARGE POSITIVE SALE OF CARPETINGS OIL CLOTHS ETC.,

On Friday Morning,

Aug. 7, at 11 o'clock, on four months' credit. [7 29 10t

MARTIN BROTHERS, AUCTIONEERS.—(Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT St., rear entrance from Minor.

Sale No. 1822 N. Twelfth street.

HANDSOME WALNUT FURNITURE, VERY FINE PIER MIRRORS, HANDSOME BRUSSELS CARPETS, Etc.

On Tuesday Morning

August 4, at 10 o'clock, at No. 1822 North Twelfth street, by catalogue, elegant walnut and hair cloth Parlor Suits; Etegere; handsome oiled walnut Chamber Suits; 2 cottage Chamber Suits; handsome walnut Dining-room Furniture; fine French-plate Pier Mirror, handsomely framed; lace Window Curtains; spring Beds and Mattresses; handsome Brussels and Ingrain Carpets; Kitchen Utensils, etc.

The Furniture has been in use but seven months, made to order by Henkels, and equal to new in every respect. 7 30 4t

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C. D. McCLEES & CO. AUCTIONEERS, No. 506 MARKET Street. 1 3

LIPPINCOTT, SON & CO., AUCTIONEERS, Ashurst Building, No. 240 MARKET Street.

RAILROAD LINES.

BALTIMORE AND OHIO RAILROAD.—Trains between WASHINGTON AND BALTIMORE and WASHINGTON AND THE WEST are now run as follows, viz.:—

FOR BALTIMORE.

Leave daily, except Sunday, at 7·00, 7·45, and 12·30 P. M., and 2·00, and 4·30 and 8·45 P. M.

FOR ALL WAY STATIONS.

Leave daily, except Sunday, at 7·00 A. M., and 2·00 and 8·45 P. M.

FOR WAY STATION SOUTH OF ANNAPOLIS JUNCTION.

Leave at 6·15 and 7·00 A. M., and at 2·00 and 4·35 P. M.

FOR ANNAPOLIS.

Leave at 7·00 A. M. and 4·30 P. M. No trains to or from Annapolis on Sunday.

ON SUNDAY.

FOR BALTIMORE.

Leave at 7·45 A. M., and 4·30 and 8·45 P. M.

FOR WAY STATIONS.

Leave at 7·45 A. M., and 4·30 and 8·45 P. M.

FOR ALL PARTS OF THE WEST.

Leave daily, except Saturday and Sunday, at 7·45 A. M., 4·30 and 8·45 P. M.

On Saturday at 7·45 A. M., and 2·30 P. M.

On Sunday at 4·30 and 8·45 P. M. only, connecting at Relay Station with trains from Baltimore to Wheeling, Parkersburg, etc.

Through Tickets to the West can be had at the Washington Station Ticket Office, at all hours in the day, as well as at the new office of the Bankers' and Brokers' Telegraph Line, No. 348 Pennsylvania avenue, between Sixth and Seventh streets.

For New York, Philadelphia, and Boston, see advertisement of "Through Line."

J. L. WILSON, Master of Transportation.
L. M. COLE, General Ticket Agent.
2 25† GEORGE S. KOONTZ, Agent, Washington.

FREIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all Stations on Camden and Amboy and Connecting Railroads, from Walnut street wharf.

INCREASED DESPATCH.

Freight for all way points on the Camden and Amboy, Freehold and Jamesburg, and Burlington County Railroads, forwarded at 12 o'clock Noon.

For Trenton, Princeton, Kingston, Rocky Hill, and all points on the New Jersey and Belvidere Railroads, forwarded at 2½ P. M.

For New York, at 12, 2½, and 5 P. M.

Freight received from 7 A. M. to 6 P. M.

A slip memorandum, specifying the marks and numbers, shippers and consignees, must in every instance be sent with each load of goods.

WALTER FREEMAN, Agent,
No. 226 S. Delaware Avenue,
27† Philadelphia.

PRINCIPAL DEPOT

FOR THE SALE OF

United States Revenue Stamps,

NO. 304 CHESNUT STREET.

CENTRAL DEPOT,

NO. 103 SOUTH FIFTH STREET,

(One door below Chesnut street).

ESTABLISHED 1862.

Our stock comprises all the denominations printed by the Government.

ALL ORDERS FILLED AND FORWARDED BY MAIL OR EXPRESS IMMEDIATELY UPON RECEIPT, a matter of great importance.

Drafts on Philadelphia Post Office Orders, Greenbacks, and National Bank Notes, received in payment. The following rates of commission are allowed:

On $20......TWO PER CENT.
From $20 to $100......FOUR PER CENT.
From $100 upwards...FOUR AND A HALF PER CENT.

The Commission is payable in stamps.

All orders, etc., should be addressed to

STAMP AGENCY,

NO. 304 CHESNUT STREET,

PHILADELPHIA.

Orders received for Stamped Checks, Drafts, Receipts, Bill Heads, etc., and the best rates of commission allowed.

We have constantly on hand

UNITED STATES POSTAGE STAMPS OF ALL KINDS, AND STAMPED ENVELOPES.

NEW YORK GOSSIP.

The Chinese Embassy—The Trials of a Correspondent—Emigration.

NEW YORK, July 1.

Mr. Burlingame and the Chinese Embassy have again taken up their quarters at the Westminster Hotel, where they will remain quiet until Monday next, when they will leave the city for Auburn, by invitation of Secretary Seward. The gentlemen of the embassy are much fatigued from constant travel and excitement and propose taking a rest between this and Monday. On their departure for Auburn they will take the day boat up the Hudson river, in order to obtain a view of the splendid scenery. They will go to Niagara Falls from Auburn, and from thence to Saratoga and Lake George. They will then proceed to Boston, where the distinguished visitors will pay quite a lengthy visit. From Boston they will return again to this city, and remain until they take their departure for Europe, which will be about the 1st of September.

A singular instance of the trials to which New York correspondents are sometimes subject, came before the Fifty-seventh street Police Court yesterday, where a merchant doing business in South street was held to bail to answer to a charge of assault and battery preferred against him by a young up-town physician. It seems that the Doctor, in his correspondence for a Boston paper, had alluded to several members of the late Athenæum Club. The defendant took umbrage at certain expressions used in the Doctor's letter, and especially to an imaginary dialogue which mentioned one "Angelica." Thinking the paragraph had reference to his own affairs, and ascertaining who the author was, he proceeded to the Doctor's office, and without either making or demanding a satisfactory explanation, assaulted him. Before the commission of the assault, according to the Doctor's account, the other man had been assured by a gentleman authorized to make the statement, that the letter in question had not the most distant reference to him. The plaintiff denies that he had ever known of the existence of such parties as the defendant or "Angelica." The judicial tribunals will now be called upon to determine whether the word "Angelica," used as a synonym for "Dulcinea" or "sweetheart," is to be barred, henceforth, in American literature, except by special permit of an individual.

The Commissioners of Emigration have given to the public the following interesting statement, showing the remarkably effective character of the new institution—the Labor Exchange. The report is for the half year ending July 1:—From January 1 to July 1 the Labor Exchange procured employment for 12,951 emigrants, to wit: 7111 males, 5840 females. Of the males, 1180 were mechanics; 5931 agricultural and common laborers; of the females, 294 were skilled laborers, (seamstresses, cooks, laundresses, etc), and 5546 were common house servants. Of the emigrants employed by the instrumentality of this institution, 9425 could read and write; to wit: 5635 males, 3790 females; 3526 could not read or write, to wit: 1476 males, 2050 females. Among these emigrants provided with employment were 254 entire families, comprising 721 persons. These emigrants found employment in the following States, Territories, and Dominions:—

Met. Dist	5427	Georgia	19
New York	3810	Iowa	12
New Jersey	2401	Michigan	12
Connecticut	[illegible]	New Hampshire	7
Pennsylvania	171	Dist. Columbia	[illegible]
Virginia	108	Delaware	4
Illinois	99	Maryland	4
Florida	38	Indiana	4
South Carolina	38	West Virginia	4
Massachusetts	36	Ohio	3
Ve mont	31	Maine	1
Wisconsin	25	Kentucky	1
Tennessee	25	Dom. Canada	1
Rhode Island	21		

UNDER THE WATER.

Another Attempt to Raise the British Frigate Hussar, which Sank in 1780 With 900,000 Guineas and Eighty American Prisoners on Board.

From the N. Y. Tribune of to-day.

On the night of the 25th of November, 1780, the British frigate Hussar, while endeavoring to escape through Hell Gate from the French fleet, then entering the harbor at the Narrows, struck on what is known as Pot Rock. The commandant of the frigate did not think his vessel seriously injured, and, after clearing the rock, sailed on in the hope of reaching the Atlantic through the Sound, but had only made about a mile when he found the Hussar to be in a sinking condition.

The commander then turned her head inshore, but when about seventy-five yards from the beach, the stern suddenly went under water. A boat's crew landed a hawser, which was attached to the bow, and made it fast to a tall and stout oak tree that grew on the bank, in the hope of drawing the ship into shallow water by the aid of the capstan. The frigate soon filled, however, and as the timbers of the vessel and hawser proved stronger than the tree, neither of the former gave way, and the tree broke off short at the roots, and was dragged into the water as the vessel went down in thirteen fathoms. The officers and crew were saved, but their effects and the immense treasure on board, amounting to some 900,000 guineas, and about eighty prisoners (Americans), manacled, were carried down with the ship. In due course of time a court martial was ordered by the British Admiralty when all the officers testified to the circumstances attending the disaster and asserted that the treasure contained in the "run" of the ship, and secured by a brick casing, was allowed to remain as she sunk until 1794, in which year the British Government sent over two brigs; but after two years of fruitless labor, the attempt to raise the wreck was abandoned for the time. A second attempt was made by the British Government to recover the treasure in 1819, but the American Government interposed, and commanded those laboring in the interest of the English Government to desist, very properly regarding all British vessels then in our waters as prizes of war. At different periods afterwards, attempts were made to raise the wreck and secure the moneys, by American wreckers, but all proved futile. At length, in 1848, the "Frigate Hussar Company" formed, and every summer since, the vessel is daily visited by the submarine operators, under the direction of Mr. G. W. Taylor. The treasure remains, however, undiscovered; but two of the decks have been removed, 27 of the guns raised, also between 3000 and 4000 of the cannon balls. Swords belonging to the officers, and a number of guineas, supposed also to be their property, were found in the cabin. Bottles containing liquor have been from time to time taken up. Manacles with pieces of bone attached, have likewise been obtained. The recovery of these articles, however, have not enured to the pecuniary advantage of the company, but their recovery has demonstrated beyond question that the exact location of the wreck is known. While these investigations were progressing, inventors occupied themselves in endeavors to improve apparatus for the purpose of making submarine explorations; and in 1866, Mr. William Monk Storm obtained a patent at Washington for what he calls the "Improved Submarine Explorer." Admiral Farragut endorsed it; Mr. William W. W. Wood, a chief engineer of the United States Navy, spoke of it in approving terms, as also Mr. Sackersdorf, the engineer of the New York Street Department. This new explorer is 10·6 feet in height, and terminates in a cone, has a diameter of 9 feet, and weighs 32,000 pounds, and gives a space of 204 cubic feet for the three or four men who may be working in it, contains 135 cubic feet of compressed air, has two cylinders, each two feet in diameter, for compressed air, which give buoyancy to the bell, and enable the operator to regulate its movements in conjunction with a water-ballast capacity of 109 cubic feet.

Yesterday Mr. Owen Kenny, the operator, and two workmen went down in the Explorer, in the presence of Dr. J. A. Weisse (who has an interest in it and also in the recovery of the treasure), Mr. Taylor, who has superintended the operations since 1848, and a party of gentlemen, invited to witness the movements of the "Improved Submarine Explorer." Fifteen minutes were occupied in making the descent of 70 feet, and a like time in coming to the surface, after the men had remained on the wreck one hour. They brought up with them a bag of dirt, which upon being washed through a sieve, yielded some fragments of iron, a few small stones, recognized as what is known to seamen as English shore ballast, and the flint of an old-fashioned musket. The men also reported that they twice struck the wood of the ship, about ten feet from where they went down. The experiences of these men disproves the commonly-accepted theory that the waters are still at a depth exceeding 14 feet. They assert that the bell, when not resting on the bottom is constantly subjected to a swaying movement of greater or lesser degree. It is contemplated to remove the sloop from which the operations are conducted about ten feet further from the shore, so as to bring the diving-bell directly over the timbers discovered yesterday, and to complete arrangements for the men to work four hours in the forenoon and an equal time in the afternoon. Mr. Taylor is confident that his efforts to recover the treasure will be ultimately crowned with success, and Dr. Weisse believes the treasure will be recovered through the agency of the "Improved Submarine Explorer."

The New Tax Law.

The following letter, deciding a point at issue which was raised by the new Internal Tax bill, was addressed to Homer Franklin, Assessor of the Ninth New York District, by Commissioner Rollins:—

WASHINGTON, July 29.—SIR:—In your letter of the 28th inst. you state that application for license as distiller is made, under act of July 20, by a party having a lease duly recorded some two years ago, in which it is expressly stipulated that "the premises hereby let are to be used for the erection of a distillery," and that the applicant claims this to be a sufficient consent for the purposes of the new law. You state further that you have decided adversely to his claim, holding that the consent must be given or the property appraised and bonded as prescribed by the act, and at the applicant's request, you submit the question to me. Your decision is correct. The written consent required of the owner should be one which has been given since the passage of the act, and it must be filed with the Assessor. In such cases you will be careful to require also the consent and stipulation called for by section eight, from any mortgage, judgments, creditor, or other person having a lien: to which end you will require the applicant to furnish to you the official searches from the proper officer, showing conclusively what, if any, mortgage, judgments, or other liens there are upon the property. I would take this occasion to state that in the case of either of the bonds provided for by the seventh and eighth sections of the act of July 20, 1868, the Assessor should require, before approval, that the sureties shall be shown conclusively to be persons possessed of unincumbered real estate in the county in which the distillery is situated, or in an adjoining county in the same State, at least equal in value to the amount of the penal sum of the bond. Respectfully,

E. A. ROLLINS, Commissioner.

CITY INTELLIGENCE.

FOR ADDITIONAL LOCAL ITEMS SEE INSIDE PAGES.]

CITY CRIMINAL CALENDAR.

Arrested — The Assault on Policeman Hazlitt—A Dishonest Servant — A Disorderly House—An Uncouth Individual —Gross Assault—A Drunken Crowd of Jerseymen.

—John Tittem and a number of men, entered on Saturday night a lager-beer saloon, on Norris street, below Second, and beat the proprietor badly. After accomplishing this they left the place and never were seen until yesterday, when Tittem was caught. Alderman Heins held him in $1000 bail for trial.

—Louisa Dearing, a native of Germany, has been living for some time as domestic in the family of a gentleman residing at Canal and St. John streets. During her reign the lady of the house has missed various sums of money. Suspecting Louisa, she charged her with the theft, but the domestic at first denied the allegation. However, this morning she acknowledged her guilt and acquainted the lady with the whereabouts of her ill-gotten gains. On digging up the yard the sum of $122·15 was found. A lot of gold and silver coin is still missing. Alderman Eggleton has committed the accused in default of $860 bail.

—Sarah Rough, the proprietress of a female boarding-house, at No. 4334 Main street, Manayunk, has been held for trial on the charge of keeping a disorderly house.

—Thomas Fields is the name of a fellow who, on two or three successive days, entered a store on North Second street, and grossly assailed a young lady attendant with language only used by blackguards. He was captured on his second visit and marched before Alderman Eggleton, who sent him to prison.

—John Mellon is the proprietor of a saloon at Richmond and Maple streets. One of his customers is a woman who, to obtain the liquor, pledged her clothing and furniture. Her husband called on the vender of whiskies and ordered him not to sell her any more of the vile stuff. At the same time he desired a bill for the whisky which she had already drank, and requested the return of his goods. Mellon pitched into the husband, and threw him into the street. The injured man complained to a policeman, who arrested Mellon, and took him before Alderman Neill, who sent him to prison.

—William, John and George Conshaw, James Gibberson and Thomas Ryan, from Jersey, repaired to Bridesburg yesterday, and imbibing pretty freely of whisky, became riotous and disorderly. Policeman McKeever, of the Eighteenth District, interfered with them when they set upon him and beat him badly. Telegraph Operator Wm. Watton, a one-armed veteran, happening in the vicinity, went to the assistance of the patrolman and soon dispersed the whole crowd. They were all taken prisoners, and given a hearing before Alderman Neill, who bound them over in $1000 bail for trial.

—Yesterday we chronicled the assault on Policeman Hazlitt, of the Fifteenth Ward. Later in the day Robert Peacock, Joseph S. Fox, and William Bogart were arrested for interfering with and assaulting Mr. Hazlitt while in the discharge of his duties. Alderman Carpenter bound them over in $500 to answer.

ROBBERY AT HOLMESBURG.—A robbery was perpetrated at the Green Tree Hotel, Holmesburg, at about half-past nine o'clock last evening, when most of the guests were off on a pic nic. The thieves were evidently well acquainted with the house as they singled out a room on the second floor, back, passing through several others without attempting to take anything.

They first visited the room of Mr. Robert Johnson, the proprietor, and took a handsome gold watch and chain. They then proceeded to the above mentioned room, occupied by Mr. Amos F. Cliff and wife; they ransacked the trunks and bureau, and obtained a gold chain and bracelet, valued at $125, and a number of small articles of jewelry. Silk dresses were laid on the floor on which were placed a number of valuables, but the rascals were frightened off before they could pack them up. Mrs. Cliff went to her room to obtain some articles, and they left. Mr. Cliff's trunk had been pried open, the hasp being bent out, and the bolt twisted.

Had the rascals been undisturbed they would have made a heavy haul, as a pocket-book containing checks for some $7000 was in the gentleman's clothes, which were lying on the bed. Matches were strewn all around the room and in the hall. In making their exit they broke a glass door. The detectives have the case in hand.

A FIRE COMPANY SUSPENDED.—Chief Engineer McCusker has suspended from service the Hope Engine Company. The charge is disobedience of orders and indecent and disrespectful language to the Chief while at the fire at No. 128 Dock street, yesterday. The allegation is that the carriage of the company was standing directly in front of the burning building, and on the arrival of the Chief, he ordered it to be taken away. This was not only not complied with, but he was assailed with the most insulting and disrespectful language. The case will come before the Committee on Fire and Trusts.

CAPE MAY.—The season at this delightful sea-side resort is now at its height. The usual facilities for the accommodation of those desiring to spend Sunday on the Island have been enlarged upon by the West Jersey Railroad Company, and to those leaving by the trains to-morrow we can promise a degree of comfort not excelled upon any other railroad in the country. The four o'clock lightning express goes through in three hours. The excursionists will have an opportunity, before retiring for the night, of participating in a hop at the Excursion House. There is also an early train on Sunday morning.

FOR ATLANTIC.—The trains to-morrow on the Camden and Atlantic Railroad promise to be the heaviest that have ever gone to the famous city by the sea, and extra arrangements have been made by the Railroad Company for the accommodation of the passengers on the 2 o'clock lightning express. The weather at Atlantic is delightful and the visitors to-morrow have ample time on Sunday to take a dip in the ocean, and visit all the places of interest in the city. The early train on Sunday arrives at Atlantic before 11 o'clock and returns at 4·20 in the afternoon.

AGGRAVATED ASSAULT AND BATTERY.—John Fitzpatrick and Andrew Schaff are engaged in the Penn City Iron Works, the former acting as a helper to the latter. It is alleged that yesterday Fitzpatrick went to the Works in an intoxicated state, and was ordered by Schaff, under direction of the proprietors, to leave the place. He thereupon picked up a piece of iron and hit Schaff over the eye, producing a very ugly cut. He was taken before Recorder Given, who committed him.

PRIZE HORN AND BADGE.—On Wednesday, the 5th of August, a grand excursion of the Fire Department will take place to Cape May. A handsome silver horn will be awarded to the company selling the highest number of tickets. To the individual fireman selling the most tickets a handsome gold badge, such as are worn by firemen will be given. The prizes are on exhibition at Pitcher's, No. 808 Chesnut st.

REKINDLED.—The fire in the ruins at No. 128 Dock street, which had been smouldering during the entire day, again broke out last night, and before it could be extinguished the flames communicated with the roof of the blacksmith shop of Joseph Francis, No. 126, which was damaged to the extent of $500.

TO MR. A. WINCH, of No. 505 Chesnut street, we are indebted for the latest numbers of the London *Punch*, *Fun*, and *Reynolds' Miscellany*. Mr. Winch's collection of periodicals, foreign and domestic, is both large and varied.

PICKED UP.—A sloop-rigged yacht, twenty-three feet in length, was picked up last night by the Harbor Police, and is now awaiting an owner at Noble street wharf. She is supposed to have been stolen from Delaware.

AN OWNER IS WANTED at the Twentieth Ward Station for four pieces of calico, which were found secreted in the Twentieth Ward by the police.

DRY GOODS QUOTATIONS.

PRINTS.

Merrimack, W	15½	Amoskeag	13¾
Merrimack, D	14½	Lowell	11½
Cocheco, L	14	Wamsutta	10¾
Sprague	14½	Victory	10½
Pacific	14	Wauregan	12½
American	14	Arnold	11½
Dunnells	14	Hamilton	13½
Allens	13½	Richmond	13½
Manchester	14	Gloucester	12½
Freemans	12½	Mourning	12½
Briggs	11½	Oriental	13½

GINGHAMS.

Lancaster	18	Hartford	14½
Berkshire	16	Roanoke	12
Caledonia	16	Glasgow	14½—17

BROWN SHEETINGS.

Amoskeag, A	4-4	17	Pocasset	4-4	17¾
Lawrence, C	4-4	17	" F	3-4	10½
" F	4-4	14½	Pepperell, E		16
" G	7-8	14	" R		15
" M	3-4	14	" O		14
" H	3-3	12	" N		13
Pacific, Extra	4-4	17½	"	7-4	32½
" H	4-4	17½	"	8-4	42½
" L	4-4	16	"	9-4	47½
Atlantic, A	4-4	18	"	10-4	52½
" H	4-4	17½	Boot, S		15
" L	4-4	15	" O		13½
" V	3-4	14½	" H		11½
" N	3-4	10½	Appleton, A	4-4	17½
Superior, IXL	4-4	15	Laconia, H	4-4	17½
Shawmut, C	4-4	16½	" O		15½
Agawam, F	4-4	14	" B		14½
Stark, A		17	" E		14½
Massachusetts	4-4	15½	Lyman, E	4-4	17
" BB	4-4	14	" C	4-4	15½
" E	7-8	13½	" G	4-4	13½
Indian Head	4-4	17½	Utica	4-4	22
" "	3-4	14½	Tremont, C	4-4	13½
Exeter, A	4-4	13½	Indian Orchard, A		16
" S	7-8	12½	" " C		15
Medford	4-4	16	" " BB		13½
Augusta	4-4	16	" " W		12½
"	7-8	15	Great Falls, H	9-8	15½
Gilboa	4-4	13½	" " J	4-4	13½
Pittsfield, A	4-4	13½	" " M		14½
Kennebec	4-4	10½	" " S		13
Everett, AA	4-4	15½	Cabot, A	4-4	16
Shannon	4-4	14½	" W	4-4	15
Bedford, R	3-4	10½	Dwight, A	4-4	15
Conesto Co., E	3-4	9½	" X	4-4	11½

BLEACHED MUSLINS.

New York Mills	4-4	28	Dwight	4-4	19
Wamsutta	4-4	25	Ballou & Son	4-4	16
"	5-4	35	" "	7-8	14½
Toscarora	4-4	22½	Lonsdale	4-4	19
Williamsville	4-4	22	" Cambric		27½
Bates	4-4	19	Hill	4-4	18
White Rock	4-4	18	"	7-8	15
Forestdale	4-4	18	Bartlett	3-4	17
Indian River, X		12½	" 33-inch		14½
" " XX		14	" 31-inch		13½
Attawaugan, X		12½	James St'm Mills	4-4	16½
" XX		15	" " 33-inch		14½
Masonville	4-4	18½	" " 31-inch		13½
Blackstone	4-4	16½	Great Falls, J	7-8	14
Hope	4-4	16	" K	4-4	15½
Langdon	4-4	16	" P	7-4	16
" 42-inch		19	" Q	4-4	17
" 46-inch		21	Red Bank	4-4	12½
Wauregan	4-4	20	Waltham, X		14
Pepperell	6-4	30	" 42 inch		16½
"	8-4	45	"	8-4	45
"	9-4	52½	"	9-4	52½
"	10-4	57½	"	10-4	57½
Utica	7-8	22	Franklin Mfg Co	4-4	15½
"	4-4	25	Bay Mills	4-4	20
"	9-4	62½	Putnam, A	4-4	13
"	10-4	67½	" B	7-8	11½
Boot, R	3-4	10½	Green, G	4-4	13½
" B	4-4	11½	Amoskeag, A	4-4	18½
" W	5-4	19	" Z	7-8	13½
Androscoggin	4-4	18	Whitensville	4-4	16
Canoe	3-4	8½	"	7-8	12½

DENIMS.

Amoskeag	31	Otis Company, CC	23½
York	30	" " BB	27½
Blue Hill	15	" " AA	30
Northfield	15	Warren Brown	27½
Oakland	20	Lewiston, Brown	28½
Working Man's	25	Columbian	31
Union	17		

STRIPED SHIRTINGS.

Amoskeag	24	Whittenton, A	20
York	23½	" BB	16
Uncasville	15½	" C	14
American	14½	Eagle	12½
Hamilton	24	Thorndike	32½
Everett	15		

TICKS.

York, 30-inch	25	Thorndike	18
York, 32-inch	32½	Methuen, AA	32
Amoskeag, A. C. A	35	Hamilton Regular	26
" A	30	Willow Brook	31
" B	25	Everett	20
" C	22	" A. Extra	30
" D	20	Hampden, CC	20
Conestoco 4-4	28	Pearl River	32
" Extra	38	Pittsfield	9½
Swift River	18		

CORSET JEANS.

Amoskeag	14	Pepperell	15½
Laconia	14	Bates	11½
Naumkeag Sattens	17½	Indian Orchard	12½
New Market	14	Everett	15

BROWN DRILLS.

Amoskeag	18	Appleton	18
Pepperell	18	Tremont	16
Laconia	18	Augusta	16
Stark, A	18	Winthrop	14

DELAINES.

Pacific	20	Lowell	19
Hamilton	20	Spragues	19
Manchester	20	Armures	20

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1033 CHESNUT Street.

THIRD EDITION

FROM THE CAPITAL.

Our Russian Purchase—Cabinet Meeting at the White House.

Disposal of Executive Nominations.

Etc., Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON THIS P. M.

The Alaska Purchase.

Special Despatch to The Evening Telegraph.

WASHINGTON, July 31.—Just previous to the Cabinet meeting to day Baron De Stoeckl, the Russian Minister, in company with the acting Secretary of State, Hunter, had a private interview with the President. It is understood to have been about the Alaska purchase.

Official Nominations.

There were a large number of nominations pending before the Senate at the adjournment. An impression prevails that if the Senate takes a recess the nominations will hold over until the reassembling. This is a mistake. There is a rule of the Senate which provides that if the Senate takes a recess or adjourns for more than thirty days, all nominations pending at the time of such recess or adjournment fall at the expiration of thirty days.

Cabinet Meeting.

The regular Cabinet meeting was held to-day. All the members were present except Seward and Evarts. The former was represented by Assistant Secretary Hunter, and the latter by J. Hubley Ashton, Assistant Attorney-General.

Whisky Meters.

The Commissioner of Internal Revenue has ecided that the Tice meter must be used hereafter by all distilleries.

Markets by Telegraph.

NEW YORK, July 21.—Stocks are steady. Chicago and Rock Island, 110; Reading, 95½; Canton Co. 48¾; Erie, 69; Cleveland and Toledo 102¾; Cleveland and Pittsburg, 90; Pittsburg and Fort Wayne, 110¼; Michigan Central, 118¾; Michigan Southern, 94½; New York Central, 136½; Illinois Central, 149; Cumberland preferred, 30; Virginia 6s, 50; Missouri 6s, 92¼; U. S. 5-20s 1862 114½; do. 1864, 110½; do. 1865, 112¼; new issue, 108⅜; do. 1867, 108⅜; 10-40s, 108¾; Gold, 145. Money unchanged. Exchange, 110.

NEW YORK, July 31.—Cotton steady at 29½c. Flour firmer and advanced 5@10c.; State, $6·90@9·85; Ohio, $8·80@13; Western, $6·90@13·25; Southern $8·65@15; California, $10·50@12·50. Wheat advanced 1c., and in moderate demand. Corn easier at $1·05@1·13. Oats quiet and steady at 82c. Pork steady at $28·37½. Lard buoyant at 17¾@18¼. Whisky firm, and held at 60c.; buyers offer 57@58c.

BALTIMORE, July 31.—Cotton steady. Middlings, 29½@31. Flour firm, active, and unchanged. Wheat firm. Prime to choice red $2·40@2·47. Corn firm; white, $1·30@1·33; yellow, $1·27. Oats steady at 88@91c. Mess Pork firm at $30. Bacon active and excited; rib sides 17; clear sides 17¼@17½c.; shoulders, 14¼@14½. Lard quiet at 18@18½c.

New York Stock Quotations—2 P. M.

Received by telegraph from Glendinning & Davis, Stock Brokers, No. 48 S. Third street:—

N.Y.Cent. R	136⅛	Chi. and R. I. R	110¼
N.Y. and E. R	68⅝	Tol. & Wabash R	51¼
Ph. and Rea. R	95	Mil. and St. P.com	76⅛
Mich. S. and N. I. R	92¼	Adams Express	52⅜
Cle. and Pitt. R	89⅝	Wells' Fargo	26¾
Chi. and N. W. com	83⅛	U. S. Express	45¼
Chi. and N. W. pref	82¾	Tennessee 6s, new	60⅞
Pitts. F. W. and Chi. R. R	110½	Gold	145¼
		Market strong.	

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JAMES E. CALDWELL & CO.,
JEWELLERS,
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Have Just Opened a Large Invoice of
PARTICULARLY FINE
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Including every variety of
Rock Crystal,
Ocular Graduated,
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VARIABLE AND NIGHT LENSES.
ALSO, [4 4 sw
Tourist Glasses and Telescopes.

GROCERIES, ETC.

SALMON.

THE FIRST NEW ST. JOHN'S
SMOKED SALMON
Offered For Sale this Season.
SIMON COLTON & CLARKE,
GROCERS,
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6 16 tu thd8 PHILADELPHIA.

FOURTH EDITION

DISASTER IN THE OIL REGION.

A Great Fire in Oil City.

Immense Destruction of Property.

Etc., Etc., Etc., Etc., Etc., Etc.

Special Despatch to The Evening Telegraph.

OIL CITY, Pa., July 31.—A most destructive fire commenced here at a very early hour this morning. At 11 o'clock about fifty buildings had already been destroyed. Lockhart & Fisher's sheds are reported entirely consumed.

The fire is still raging fearfully, promising to envelop the entire business portion of the town. There will probably be no shipment of oil from the oil regions for several days, which may considerably affect the market, and occasion extensive speculation.

Pool Brothers' entire yard was burnt up.

Fisher's yard, No. 1, together with that of Carter, Thompson & Co., and Lockhart & Trevor's tanks were entirely consumed.

The buildings on both sides of the street, from the Post Office to the National Hotel and down to the river, are all burnt, including the offices of the Western Union and Pacific and Atlantic Telegraph Companies.

Later Particulars.

Fisher's yard, No. 2, is safe. Nearly the whole town on the west side of the creek is laid waste.

THE EUROPEAN MARKETS.

This Afternoon's Quotations.

By Atlantic Cable.

LONDON, July 31—P. M.—Erie shares declined to 45⅞. Atlantic and Great Western advanced to 42¼. Other quotations unchanged.

LIVERPOOL, July 31—P. M.—Cotton buoyant and prices advanced. Uplands, 9⅞d.; Orleans, 10⅛d. The sales are now estimated at 1500 bales.

Advices from Manchester are favorable. The market for yarns and fabrics is steady.

The total stock of cotton at sea, en route for this port is estimated at 796,000 bales, of which 13,000 bales are from the United States. The actual number of bales of American cotton now in Liverpool is 278,000 bales, and not 302,000, as estimated in first report.

Wheat has declined 2d., and is now quoted at 12s. for white California, and 10s. 4d. for red Western. Flour on the spot, 27s., and to arrive 27s. 6d.

LONDON, July 31 — P. M.—Petroleum is quiet, and prices unchanged.

New York Stock Quotations, 3 P. M.

Received by telegraph from Glendinning & Davis, Stock Brokers, No. 48 S. Third street:—

N. Y. Cent. R ex dv	132⅝	Pitts. F. W. and Chi.	
N. Y. and Erie R	68½	R. R	110⅝
Ph. and Rea. R	95	Toledo & Wabash	51¼
Mich. S. and N. I. R.	88⅞	Mil. & St. Paul com	76⅛
Cle. and Pitt. R	89¾	Adams Express Co.	52⅜
Chi. & N. W. R. com.	83½	Wells Fargo	26¾
Chi. & N. W. R. prf.	82¾	U.S. Express Co.	45¼
Chi. and R. I. R	110½	Tennessee 6s new	62½
Gold	145	Market firm.	

PHILADELPHIA STOCK EXCHANGE SALES, JULY 31

Reported by De Haven & Bro., No. 40 S. Third street

BETWEEN BOARDS.

$1000 City 6s, New	102	3 sh Penna R	53½
$2000 Leh 6s, gold l	88¼	4 sh Mech Bk	31½
30 sh Lit Sch R	35	200 sh Cata Pf......b60	34

SECOND BOARD.

$800 City 6s, New	103	200 sh Leh V R......b60	56
$1000 do. New	103½	80 do......b5	55⅞
$26000 do. New. ls	103½	81 sh Penna R......rec	52½
$200 do. New	103½	100 do.	52½
$1000 Pa R 2 m 6s	100	100 do......b60	52½
$3000 W Jersey 6s	92	100 sh Cata Pf......s60	33¾
$1000 Leh 6s gold l	88½	100 do......b60	34
300 sh Leh Nav......b30	22	500 sh Ocean Oil	1

—Amount of coal transported on the Philadelphia and Reading Railroad during the week ending Thursday, July 30, 1868:—

	Tons.	Cwt.
From Port Carbon	2256	18
" Pottsville	939	07
" Auburn	183	14
" Port Clinton	2,238	08
" Harrisburg and Dauphin	1,897	03
Anthracite coal for week	7,515	10
Bituminous coal from Harrisburg and Dauphin for week	5,168	02
Total for week paying freight	12,683	12
Coal for Company's use	503	14
Total all kinds for week	13,187	06
Previously this year	1,916,607	01
Total	1,929,794	07
To Thursday, August 1, 1867	2,149,971	14

PRINCIPAL DEPOT
FOR THE SALE OF
United States Revenue Stamps,
NO. 304 CHESNUT STREET,
CENTRAL DEPOT,
NO. 103 SOUTH FIFTH STREET
(One door below Chesnut street).
ESTABLISHED 1862.

Our stock comprises all the denominations printed by the Government.

ALL ORDERS FILLED AND FORWARDED BY MAIL OR EXPRESS IMMEDIATELY UPON RECEIPT, a matter of great importance.

Drafts on Philadelphia Post Office Orders, Greenbacks, and National Bank Notes, received in payment. The following rates of commission are allowed

On $20......TWO PER CENT
From 20 to $100......FOUR PER CENT
From $100 upwards...FOUR AND A HALF PER CT

The commission is payable in stamps.

All orders, etc., should be addressed to
STAMP AGENCY,
NO. 304 CHESNUT STREET,
PHILADELPHIA.

FIFTH EDITION

LATER FROM EUROPE.

The French Tonnage Duties—Parliament Prorogued—The Civil War in Japan.

Etc., Etc., Etc., Etc., Etc., Etc.

By Atlantic Cable.

PARIS, July 31.—The *Moniteur* publishes a decree suspending for three months the collection of tonnage dues from all vessels entering French ports with cargoes of cereals. The decree goes into effect on October 1.

SHANGHAE, July 4.—The news just received from Japan, indicates that the civil war is drawing to a close. A compromise has been effected between the Daimios of the North and South, which will probably lead to a speedy termination of hostilities between the Mikado and the Tycoon. The particulars are not yet known.

LONDON, July 31—4 P. M.—Parliament was prorogued this afternoon by royal commission.

THE OIL CITY FIRE.

Further Particulars of the Disaster.

Special Despatch to The Evening Telegraph.

OIL CITY, Pa., July 31.—At 7 o'clock, this morning, some oil from an engine took fire in the yard of Parker, Thompson & Co. This soon communicated with some tank cars on the track of the railroad, and with the adjoining building, sweeping everything before it from the Post Office to the National Hotel, and from the foot of the hill to the river's edge, burning several boats.

The amount of damage cannot now be correctly estimated. Among the heaviest losers are Pool Brothers, Lockhart & Freer, and J. A. Christy's drug store.

The engine yard of Clark & Goodwin, containing eight or ten new and second-hand engines, was destroyed; also the Jones House. Both the telegraph offices, and a great number of other buildings met the same fate.

The timely arrival of the fire department of Franklin, with their steamers, contributed largely to the saving of the lower portion of the town.

It is impossible to tell at the present time the quantity of oil burnt.

The tracks of the Atlantic and Great Western Railroad were destroyed but workmen were engaged in repairing them, and expect to have it done soon. A great amount of goods were removed from the burning building, and afterwards consumed; the fire spreading so rapidly that their further removal was impossible.

A heavy rain commenced to fall soon after the fire was got under control.

There were three tanks in the flames. One of them was full, the others partly filled.

The opinion is that not much oil was burned. The tanks are still standing, and it is supposed that they are all right. It is impossible to reach them on account of the burning timber.

LATER FROM WASHINGTON.

Binckley Provided For.

Despatch to the Associated Press.

WASHINGTON, July 31.—Hon. John M. Binckley, late Assistant Attorney-General, has been appointed to the office of Solicitor of the Internal Revenue Bureau.

Naval Orders.

Secretary Welles has ordered Commander E. E. Stone to report to the Secretary of the Treasury for duty as Inspector of the Sixth Light House District headquarters, at Charleston.

Commander Hughes has been detached from duty, as inspector of that district, and granted leave of absence.

Baron Stoeckl,

the Russian Minister, accompanied by Assistant Secretary Hunter, representing Mr. Seward, called at the Executive Mansion to-day, before the Cabinet meeting, and had an interview with the President.

New York Stock Quotations, 4 P. M.

Received by telegraph from Glendinning & Davis, Stock Brokers, No. 48 S. Third street:—

N. Y. Cent. R	132⅝	Pacific M. S. Co	101⅝
N. Y. and E. R	68⅝	West. Union Tel	35⅝
Phil. and Rea. R	95	Clev. and Tol. R	102¾
Mich. S. and N. I. R.	88⅞	Toledo & Wabash	51¼
Cle. and Pitt. R	89⅝	Mil. & St. Paul com.	76⅛
Chi and N. W. com.	83	Adams Express Co	52⅜
Chic. and N. W. prf.	82⅝	Wells Fargo	26¾
Chi. and R. I. R	110½	U. S. Express Co.	45¼
Pitts. F. W. and Chi.		Tennessee 6s new	62½
R. R	110½	Gold	144⅞
Market firm.			

SPECIAL NOTICE.

UNTIL SEPTEMBER 1, 1868,
We Shall Close Daily at 5 P. M.
Saturdays 3 P. M.
CLARK & BIDDLE,
Jewelers and Silversmiths,
No. 712 CHESNUT Street,
26 tuthrp PHILADELPHIA.

REFRIGERATORS.

REFRIGERATORS
AT SEVEN DOLLARS AND UPWARDS.
WATER COOLERS, CLOTHES-WRINGERS AND WASHERS, and a general variety of HOUSE-FURNISHING GOODS.
B. A. WILDMAN & BRO.,
23 tuthsSp Depot, No. 1011 SPRING GARDEN St.